

FRESNO COUNCIL OF GOVERNMENTS
SCHEDULE OF PL/5303/5304/SPR/SB 1 FUNDS
4th Quarter - April - June 2020

2018/19 PL/5303/5304/SPR/SB1 Func	Percent	Estimated Completion	Task Qtr	Budget Authorized	Prior YTD	Current QTR	Year to Date Expense	FHWA PL	FTA MPO 5303	FTA 5304	SPR	SB1 Formula/Competitive	SB1 Adaptation	Other- NON PL/5303 & 5304	Local Match	FHWA PL/ 5303/SB1 Carryover Not yet billed
110 Regional Streets & Roads	34%	06/30/20	See Rpt.	501,079	48,594	123,893	172,487	119,199	20,000					33,288		
111 Regional Transp. Modeling	88%	06/30/20	See Rpt.	610,448	408,305	131,844	540,149	509,242						30,907		
112 Regional Traffic Monitoring	82%	06/30/20	See Rpt.	360,881	200,326	94,596	294,922	237,200	57,722							
114 Intelligent Transp Systems	83%	06/30/20	See Rpt.	11,070	5,814	3,374	9,188		9,188							
124 Business Commute Optimiz.	0%	06/30/20	See Rpt.	1,000	0	0	0									
140 Reg. Sustain. Infra. Planning I	100%	06/30/20	See Rpt.	74,452	74,168	0	74,168					65,661			8,507	
141 Reg. Pavement Mgmt. System	92%	06/30/20	See Rpt.	47,946	43,329	634	43,963					38,921			5,042	
142 Reg. Sustain. Infra. Planning II	71%	06/30/20	See Rpt.	141,157	44,857	55,527	100,384					88,678			11,706	
143 Reverse Triangle Study	61%	06/30/20	See Rpt.	255,019	118,051	37,437	155,488				119,282				36,206	
144 Electric Vehicle Charging	75%	06/30/20	See Rpt.	171,869	9,164	119,668	128,832					114,055			14,777	
145 Network Vulnerability	91%	06/30/20	See Rpt.	151,895	98,522	40,411	138,933						122,997		15,936	
146 Better Blackstone	54%	06/30/20	See Rpt.	159,598	31,861	53,880	85,741					75,906			9,835	
147 County Trail Master Plan	46%	06/30/20	See Rpt.	159,587	30,744	43,273	74,017					65,528			8,489	
148 Reg. Transit On-Board Survey	3%	06/30/20	See Rpt.	205,191	3,925	1,261	5,186					0		5,186		
149 SB743 Transp. Impact Analysis	71%	06/30/20	See Rpt.	300,000	21,646	191,549	213,195					188,741			24,454	
160 Better Blackstone Phase II	16%	06/30/20	See Rpt.	543,950	10,575	76,707	87,282			77,270					10,012	
170 Regional Transp. Plan	89%	06/30/20	See Rpt.	466,390	290,881	122,065	412,946	412,946								
171 Transportation Perf. Mgmt.	78%	06/30/20	See Rpt.	90,800	47,482	23,061	70,543		70,543							
172 Congestion Management Plan	52%	06/30/20	See Rpt.	60,981	9,971	21,531	31,502		31,502							
180 Air Quality	63%	06/30/20	See Rpt.	197,584	76,175	48,487	124,662		124,662							
220 Transportation Program Devel.	93%	06/30/20	See Rpt.	431,101	299,567	103,420	402,987	402,987								
311 Public Info. and Partic.	110%	06/30/20	See Rpt.	213,613	170,337	63,742	234,079	197,439						36,640		
313 Environmental Justice	78%	06/30/20	See Rpt.	34,130	14,074	12,466	26,540	26,540								
820 Valley RTPA Coordination	90%	06/30/20	See Rpt.	243,101	116,538	102,562	219,100	85,479						133,621		
911 OWP & Budget	34%	06/30/20	See Rpt.	172,725	43,964	14,023	57,987	25,372	29,231					3,384		
Total PL/5303/5304/SPR/SB1 Funds	66%			5,605,567	2,218,870	1,485,411	3,704,281	2,016,404	342,848	77,270	119,282	637,490	122,997	243,026	144,964	0

Fresno Council of Governments
FY 2019-20
Overall Work Program (July 2019 – June 2020)
Progress Report for Fourth Quarter (Apr – Jun 2020)

WE 110 - Regional Streets and Highways

Budget \$501,079. Expenses were \$123,893 for the quarter. The work element is 28% complete. The Eastside Corridor Study consultant, GHD Inc. prepared subconsultant contracts; completed review of transportation planning documents; collected data – SWITRS, TIMS, TCR; set-up Vissum Network; collected and updated system with peak hour counts; reviewed collision data and mapping; completed public outreach plan and website development; and participated in biweekly calls with project team. The Blackstone/Shaw project consultant, Toole Design, worked on planning design of activity center, made revisions to the Traffic Impact Study, and worked on outline for PowerPoint presentation. Staff developed and released the RFP for SR 41/Ave 9 project. Proposals were reviewed and interviews conducted. Staff also reviewed and approved invoices for the Blackstone/Shaw Project and the Eastside Corridor Study; and participated in biweekly meetings for the Eastside Corridor Study.

WE 111- Regional Transportation Modeling

Budget \$610,448. Expenses were \$100,937 for the quarter. The work element is 83% complete. Staff developed and delivered a tool to help process traffic impact studies; conducted various traffic impact studies for traffic consultants; conducted 2019 and 2035 runs with new DOF projection; provided updated 2019 SED to modeling staff; completed the 18 full model ABM runs for SB 743 density test; fulfilled ABM data request by Caltrans D6 for base year 2014, 2019 and 2035 with new additional scenarios in South Fresno; updated methodology documentation for induced demand; conducted sensitivity tests with respect to new transit and bike facilities for 2019 new network; completed the SB 743 Density Elasticity test runs for 14 new scenarios changing the HH size, type and TAZs; and integrated ABM and Land use model.

WE 112 – Regional Traffic Monitoring

Budget \$360,881. Expenses were \$94,596 for the quarter. The work element is 82% complete. Staff assessed the SB743 GIS online tool that was developed for member agencies; discussed possible bike/pedestrian data acquisition with StreetLight; assessed COVID-19 impact on traffic volumes; conducted traffic impact analysis for traffic engineer; and coordinated bike/pedestrian counts among various local agencies; The City of Clovis submitted their third and fourth quarter billing for regional traffic monitoring. The City of Fresno submitted their third and fourth quarter billing for the collection of vehicular traffic, pedestrian and bicycle data and compilation of data into databases and usable formats. The County of Fresno submitted their third and fourth quarter invoices for performing traffic counts along selected routes, including setting up and retrieving counters, analyzing data during and after processing, and traveling to and from test sites.

WE 114 Intelligent Transportation Systems

Budget \$11,070. Expenses were \$3,374 for the quarter. The work element is 83% complete. Staff watched ITS webinars and conducted ITS reading and research.

WE 124 Business Commute Optimization

Budget \$1,000. The project is complete and the final report was delivered to Caltrans.

WE 140 Regional Sustain. Infr. Planning Cycle I

Budget \$74,452. There were no expenses for the quarter. The work element is 100% complete.

WE 141 Regional Pavement Management System

Budget \$47,946. Expenses were \$635 for the quarter. The work element is 100% complete. Staff responded to questions from member agencies regarding the status of the pavement management system.

WE 142 Regional Sustain. Infr. Planning Cycle II

Budget \$141,157. Expenses were \$55,310 for the quarter. The work element is 71% complete. Staff received and approved Walker's invoice. The consultant, Walker Parking Engineers, completed call with operators, Syncromatics, met with Fresno County Rural Transit Agency; finalized dispatch options; edited/updated business plan; prepared Final Draft Plan; discussed revisions to Draft Plan with Fresno County Rural Transit Agency and Fresno COG; and had follow ups with stakeholders and social service organizations.

WE 143 Reverse Triangle Study

Budget \$255,019. Expenses were \$31,051 for the quarter. The work element is 58% complete. Staff reviewed the Outreach Strategy; and participated in biweekly meetings with the consultant team. The consultant team developed report for the input received from the March workshop; continued to work on interviews with businesses in the study area; attended City of Fresno's stakeholders' meeting regarding land use changes; started draft outlines for the final report.

WE 144 Electric Vehicle Charging

Budget \$171,869. Expenses were \$119,668 for the quarter. The work element is 75% complete. Staff participated in biweekly coordination calls; completed review of existing transit service and electrification needs; reviewed first draft of EV Plan maps for cities; provided ridership data and researched EJ mobility access to private and transit options. The consultant, AECOM, held biweekly check-in meetings; completed review of existing service and electrification needs; completed the draft funding sources assessment; completed the existing conditions technical memo; completed funding sources and incentives technical memo; developed draft prioritization criteria; and completed KPI memo draft.

WE 145 Transportation Network Vulnerability

Budget \$151,895. Expenses were \$40,411 for the quarter. The work element is 100% complete. Staff presented the draft final report to TTC, PAC and Policy Board for final acceptance; reviewed final report after feedback and review from the stakeholder group; and approved WSP's invoice. The consultant, WSP USA Inc. prepared the draft final report and incorporated changes based on feedback and review from the stakeholder group.

WE 146 Better Blackstone

Budget \$159,598. Expenses were \$35,190 for the quarter. The work element is 42% complete. Staff attended Community Engagement Advisory Group meetings; reviewed existing conditions documentation and reporting methodology; participated on student intern interview phone calls; reviewed script for contacting/outreaching to businesses and business owners within the project area; reviewed meeting agendas; and approved consultant invoices. The consultant, Fresno Metro Ministry, prepared over 500 existing conditions folders for parcels to be used by BBDC Design Teams and Summer Design Students Interns; revised/updated Community Outreach and Public Participation Plan due to COVID-19; prepared job descriptions and job announcements for Summer Interns; held phone interviews and selected Summer Interns to begin work June 26 through August 7, 2020; began work on 20 full graphical renderings across the four activity centers illustrating design scenarios and special features, related to proposed TOD and mixed use.

WE 147 County Trail Master Plan

Budget \$159,587. Expenses were \$43,273 for the quarter. The work element is 46% complete. Staff reviewed and approved consultant invoices; held biweekly coordination calls with consultant team and County of Fresno staff; reviewed existing conditions online map, agenda, and trail network design principles; reviewed San Joaquin River Trail Feasibility Project that was completed in July 2018; held Community and Local Agency Advisory Group meetings via ZOOM; reviewed survey taken during Advisory Group meetings; continued to follow up with emails and phone calls from stakeholders/public; and discussed Public Engagement Strategy. The consultant, Toole Design, collected and inputted new existing conditions map data; developed and refined online map; coordinated with team on development of future trail system and field inventory; conducted bi-weekly calls, including preparation of agendas; and prepared for and conducted advisory group meetings.

WE 148 Regional Transit On-Board Survey

Budget \$205,191. Expenses were \$1,261 for the quarter. The work element is 3% complete. After initial project review, the project was deemed infeasible at the current time due to COVID-19.

WE 149 SB743 Transp. Impact Analysis

Budget \$300,000. Expenses were \$191,549 for the quarter. The work element is 71% complete. Staff reviewed the GIS web tool; worked on developing VMT calculation tool; conducted model runs for VMT tool; drafted SB 743 Implementation Regional Guideline Report; participate in weekly VMT calls; participated in City of Fresno's SB 743 webinar; and held Technical Committee meeting. The consultant, LSA, submitted invoices for work completed December 2019 through June 2020. This work included: develop draft final VMT per capita for all jurisdictions; conducted Technical Committee meetings; CEQA legal opinion provided for screening criteria; mitigation measures compiled from various literature and sources; VMT guidance document prepared; VMT Screening Tool developed; VMT thresholds for plans finalized; draft final VMT/capita map updated for the County using unincorporated County as the region; developed methodology for analyzing transportation projects; and discussed potential thresholds for RTP.

WE 160 Better Blackstone Phase II

Budget \$543,950. Expenses were \$76,707 for the quarter. The work element is 16% complete. Staff held phone conference with Multidisciplinary Design Team to discuss Partnership Grant Workflow Tasks; reviewed progress on procurement for Urban Footprint contract; reviewed RFP for traffic analysis consultant and discussed with lead consultant; reviewed City of Fresno Mixed-Use Development Code and Mixed-Use Guide; reviewed Urban Footprint Contract; reviewed Development Code Summary Sheets to be used for Design Scenario Recommendations; discussed student performance with consultant project manager; and reviewed preliminary design recommendations and mapping. The consultant, Fresno Metro Ministry, submitted invoices for work completed December 2019 through June 2020. This work included: contracting with the City of Fresno for Urban Footprint; ongoing coordination with external BBDC Design Team and Project Partners; began process of engaging Urban Footprint to coordinate analyses on BBDC scenarios this coming fall 2020; ongoing meetings with the City of Fresno; shift in outreach and community engagement due to COVID from door knocking at businesses to phone, email and postal mail in order to connect with stakeholders; and began preparation for August 5th Community Open House with extensive email and social media invitations.

WE 170 Regional Transportation Plan

Budget \$466,390. Expenses were \$122,065 for the quarter. The work element is 89% complete. Staff worked with consultant, ADE, regarding the demographic forecast update; conducted online research for virtual RTP outreach options – participated in two webinars on the topic; designed and emailed reminder for RTP Mini Grant application deadline; completed mapping projects for the City of Fresno, Mendota, Kerman, Orange Cove, Parlier, Sanger, San Joaquin, Selma and Reedley; continued mapping projects for City of Clovis; received and scored RTP Mini Grant applications; completed working draft of land use allocation tool in Python; designed and ran new base 2035 scenarios for ABM testing; participated in RTP Survey Meeting with Consultant, Rea & Parker; continued RTP Roundtable committee recruiting; worked with PublicInput.com regarding RTP outreach; participated in Demographic Forecast Update

Technical Meeting; met with ARB regarding SCS submittal summary documents; participated in PublicInput.com training; developed PlanFresno.com RTP website; and began development of RTP document outline and chapters.

WE 171 Transportation Performance Mgmt.

Budget \$90,800. Expenses were \$23,061 for the quarter. The work element is 78% complete. Staff worked on the new regional safety plan grant application; collected and analyzed historical datasets of collisions in Fresno County; studied regional safety plans of various agencies in California; assisted the COG RTP Roundtable committee with the integration of safety plan and target setting process; and provided assistance to the CFPG Task Force representing Fresno COG for the FTIP.

WE 172 Congestion Management Plan

Budget \$60,981. Expenses were \$21,531 for the quarter. The work element is 52% complete. Staff conducted Eco-Counter data transfer service renewal; provided collision data from TIMS in support of project application; and analyzed safety performance and B/C of the active transportation components of the proposed GSB project.

WE 180 Air Quality/Transportation Plan

Budget \$197,584. Expenses were \$48,487 for the quarter. The work element is 63% complete. Staff reviewed new EMFAC web platform; listened in on CARB Board Meetings; began FHWA online training; followed up with Caltrans and FHWA on CMAQ Report; provided support to member agencies for CMAQ lifeline applications; participated in ARB SCS submittal guideline workshop; participated in discussion about COVID-19 impacts on VMT and GHG reduction goal; participated in SJVUAPCD workshops; and met with member agency regarding TCM Project. San Joaquin COG submitted invoices for the Air Quality Liason contract.

WE 220 Transportation Program Development

Budget \$431,101. Expenses were \$103,420 for the quarter. The work element is 93% complete. Staff submitted OA Plan to Caltrans; held OA calls with all 16 member agencies; participated in statewide workshops to discuss revised 2020 SB 1 program schedules; listened in on special and regular CTC Meetings and participated in RTPA meeting; attended Caltrans 20/21 planning grant program webinar; held CMAQ Scoring Committee meeting; provided lifeline support to member agencies; met with Caltrans to discuss Cal-B/C models for Golden State Blvd. project for LPP Application; call with CTC program staff to discuss Regional ATP guidelines; developed supplemental regional ATP application; and watched Caltrans HSIP webinar.

WE 311 Public Information

Budget \$213,613. Expenses were \$27,101 for the quarter. The work element is 92% complete. Staff met with J-IT Outsource to discuss new agenda builder functionality and website changes; attended content marketing webinar through Constant Contact; submitted website layout change

to accommodate SB 743 links and content; maintained Fresno COG's websites and databases; maintained Constant Contact database and updated Community Based Organization and media contact groups; hosted a Public Participation Plan public hearing; worked on Fresno COG's virtual RTP outreach media plan and timeline; participated in conference call to discuss RTP media outreach on various cable and premium stations; and presented Public Participation Plan for adoption at TTC, PAC and Board Meetings.

WE 313 Environmental Justice

Budget \$34,130. Expenses were \$12,466 for the quarter. The work element is 78% complete. Staff completed the final RFP for Big Sandy Rancheria (BSR) consultant; posted RFP to website and sent out for distribution; attended a Tribal Transportation Program Safety Fund webinar for BSR Roundabout; conducted interviews for BSR consultant; and selected consultants.

WE 820 Valley RPTA Coordination

Budget \$243,101. Expenses were \$98,118 for the quarter. The work element is 88% complete. Staff participated in COG Directors' meetings/conference calls; worked on Regional Early Action Planning activities/applications; attended Assembly Transportation Committee Hearing on CHSRA 2020 Business Plan; attended SJPA Board Meeting; attended AB 617 meeting; and provided air quality coordination regarding TCMs and Amendments.

WE 911 OWP & Budget

Budget \$172,275. Expenses were \$10,639 for the quarter. The work element is 32% complete. Staff monitored the 2019/20 OWP and compiled the proposed 2020/21 OWP which was presented and accepted by the Board in May.

Enter Date: **5/27/2020**

Claimant Name: **City of Kerman**

TRANSPORTATION FUNDING CLAIM FOR FISCAL YEAR: 2020/21

Instructions: Please note that each page of this claim is a separate worksheet, please click through all tabs and complete. Also note that light yellow fields require an entry if applicable, light grey fields contain formulas that will automatically calculate based on corresponding entries. A date and claimant name field is at the top of the first page, and automatically repeats on following pages, (date should be formatted 00/00/0000)

When completed, please print, sign and send signed original via mail to:

Les Beshears, Director of Finance, Fresno Council of Governments, 2035 Tulare Street, Suite 201, Fresno, CA 93721

From: Applicant:	City of Kerman
Address:	850 South Madera Avenue
City/State/Zip:	Kerman, CA 93630
Contact Phone/email:	Carolina Camacho, Finance Director (559)846-9389/ccamacho@cityofkerman.org

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund

Apportionment:	\$ 615,049.00
Unexpended, Held by Claimant:	
Other Agency:	

State Transit Assistance Fund

Estimate:	\$ 137,578.00
Unexpended, Held in Trust:	\$ 62,104.00

Other


Other:

	TOTAL
	\$ 814,731.00

spell out total amount in above cell

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund.

Please print and sign after completing form

Authorized Signature: 

Name/Title: **Carolina Camacho/Finance Director**

Date: **6/30/2020**



2035 Tulare St., Ste. 201 tel 559-233-4148
 Fresno, California 93721 fax 559-233-9645

www.fresnocog.org

Enter Date: 5/27/2020

Claimant Name: City of Kerman

TRANSPORTATION FUNDING CLAIM DETAIL FOR FISCAL YEAR: 2020/21

PURPOSE	AMOUNT	SUBTOTAL
1. Bicycle & Pedestrian Facilities:		
Article 3:	\$ 12,315.00	
Article 8a:		
Audit Exceptions (General Fund Payback);		
Unexpended Funds, Held by Claimant:		
		\$ 12,315.00
2. Regional Transportation Planning:		
	\$ 17,198.00	\$ 17,198.00
3. Public Transportation		
State Transit Assistance Funds (STA):	\$ -	
Other:		
		\$ -
4. Community Transit Service CTSA, Article 4.5:		
	\$ 29,459.00	\$ 29,459.00
5. Streets & Roads:		
Article 8a:	\$ 556,077.00	
Unexpended Funds, Held by Claimant:		
		\$ 556,077.00
6. To Be Claimed By:		
Fresno County Rural Transit Agency LTF:	\$ -	
Fresno County Rural Transit Agency STA:	\$ 134,384.00	
Other:	\$ -	
		\$ 134,384.00
7. Reserve in Fund Pending Further Claiming		
	\$ 65,298.00	\$ 65,298.00
	GRAND TOTAL	\$ 814,731.00
	Claim Total Must Agree With Total on First Page	\$ 814,731.00
	Minus Non Transit Claims	\$ 246,339.00
	GRAND TOTAL PAYABLE TO CLAIMANT	\$ 568,392.00

Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.

RECEIVED

JUL 20 2020

By: FRESNO COG

Enter Date: **5/27/2020**

Claimant Name: **City of Kerman**

BICYCLE AND PEDESTRIAN FACILITIES FOR FISCAL YEAR: 2020/21

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

PROJECT TITLE & BRIEF DESCRIPTION	PROJECT COST
1. Various Bicycle & Pedestrian Facilities throughout the claimant's jurisdiction:	\$ 12,315.00
<i>AND/OR:</i>	
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
TOTAL PROJECT COSTS	\$ 12,315.00

STREETS AND ROADS CLAIM FOR FISCAL YEAR: 2020/21

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

PROJECT TITLE & BRIEF DESCRIPTION	PROJECT COST
1. Development, Construction & Maintenance Facilities throughout the claimant's jurisdiction:	\$ 556,077.00
<i>AND/OR:</i>	
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
TOTAL PROJECT COSTS	\$ 556,077.00

Enter Date:

Claimant Name:

CONTINGENCY PROJECT LISTING FOR FISCAL YEAR: 2020/21

CHECK ALL THAT APPLY (Enter "X" in yellow box)

BICYCLE AND PEDESTRIAN FACILITIES

Article 3

PUBLIC TRANSPORTATION

Article 4

STREETS & ROADS

Article 8a

STANDARD ASSURANCES FOR CLAIMANTS

CLAIMANT ASSURANCES: (initial yellow box all that apply)

- A. Claimant certifies that it has submitted a satisfactory, independent fiscal audit, with required certification statement, to the RTPA and to the State Controller, pursuant to PUC 99245 and 21 Cal. Code of Regulations Section 6664 for the prior fiscal year (project year minus two). Claimant assures that this audit requirement will be completed for the current fiscal year (project year minus one).
- B. Claimant certifies that it has submitted a State Controller Report to the RTPA and to the State Controller, pursuant to PUC 99243.

The undersigned hereby certifies that the above statements are true and correct.
Please print and sign after completing form

Authorized Signature:

Name/Title:

Date:

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2020-29

IN THE MATTER OF:

RESOLUTION OF APPROVAL OF

**TRANSPORTATION DEVELOPMENT ACT
OF 1971**

**TRANSPORTATION FUNDING CLAIM FOR THE
CITY OF KERMAN, 2020-29**

WHEREAS, the Fresno Council of Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the City of Kerman has submitted Transportation Funding Claim for its 2020-21 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the City of Kerman has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the City of Kerman has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or area wide public transportation needs.
3. On June 25, 2020 the COG Board approved Resolution 2020-19 which found that public transportation needs within the County of Fresno and its sphere of influence will be reasonably met in 2020-21.

BE IT FURTHER RESOLVED, that the Fresno Council of Governments hereby approves the Transportation Funding Claim submitted by the City of Kerman and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Fresno Council of Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 24th day of September, 2020.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _ David Cardenas, Chair

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

Signed: _ Tony Boren, Executive Director

Enter Date: Claimant Name:

TRANSPORTATION FUNDING CLAIM FOR FISCAL YEAR: 2020/21

Instructions: Please note that each page of this claim is a separate worksheet, please click through all tabs and complete. Also note that light yellow fields require an entry if applicable, light grey fields contain formulas that will automatically calculate based on corresponding entries. A date and claimant name field is at the top of the first page, and automatically repeats on following pages, (date should be formatted 00/00/0000)

When completed, please print, sign and send signed original via mail to:

Les Beshears, Director of Finance, Fresno Council of Governments, 2035 Tulare Street, Suite 201, Fresno, CA 93721

From: Applicant:	City of Sanger
Address:	1700 7th St
City/State/Zip:	Sanger, CA 93657
Contact Phone/email:	559-876-6300 ext 1150, bharmon@ci.sanger.ca.us

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund

Apportionment:	\$ 1,049,585.00
Unexpended, Held by Claimant:	
Other Agency:	

State Transit Assistance Fund

Estimate:	\$ 234,486.00
Unexpended, Held in Trust:	\$ 137,597.00

Other

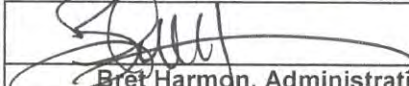
Other:

One Million, Four Hundred Twenty-One Thousand, Six Hundred Sixty-Eight and Zero Cents	TOTAL \$ 1,421,668.00
---	--

spell out total amount in above cell

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund.

Please print and sign after completing form

Authorized Signature: 

Name/Title:

Date:



2035 Tulare St., Ste. 201 tel 559-233-4148
Fresno, California 93721 fax 559-233-9645

www.fresnocog.org

RECEIVED

JUL 09 2020

By: FRESNO COG

Enter Date: **6/22/2020**

Claimant Name: **City of Sanger**

TRANSPORTATION FUNDING CLAIM DETAIL FOR FISCAL YEAR: 2020/21

PURPOSE	AMOUNT	SUBTOTAL
1. Bicycle & Pedestrian Facilities:		
Article 3:	\$ 20,990.00	
Article 8a:		
Audit Exceptions (General Fund Payback);		
Unexpended Funds, Held by Claimant:		
		\$ 20,990.00
2. Regional Transportation Planning:		
	\$ 29,313.00	\$ 29,313.00
3. Public Transportation		
State Transit Assistance Funds (STA):	\$ -	
Other:		
		\$ -
4. Community Transit Service CTSA, Article 4.5:		
	\$ 51,511.00	\$ 51,511.00
5. Streets & Roads:		
Article 8a:	\$ 718,016.00	
Unexpended Funds, Held by Claimant:		
		\$ 718,016.00
6. To Be Claimed By:		
Fresno County Rural Transit Agency LTF:	\$ 229,755.00	
Fresno County Rural Transit Agency STA:	\$ 372,083.00	
Other:	\$ -	
		\$ 601,838.00
7. Reserve in Fund Pending Further Claiming		
		\$ -
GRAND TOTAL		\$ 1,421,668.00
Claim Total Must Agree With Total on First Page		\$ 1,421,668.00
Minus Non Transit Claims		\$ 682,662.00
GRAND TOTAL PAYABLE TO CLAIMANT		\$ 739,006.00

Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.

Enter Date: **6/22/2020**

Claimant Name: **City of Sanger**

BICYCLE AND PEDESTRIAN FACILITIES FOR FISCAL YEAR: 2020/21

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

PROJECT TITLE & BRIEF DESCRIPTION	PROJECT COST
1. Various Bicycle & Pedestrian Facilities throughout the claimant's jurisdiction:	\$ 20,990.00
<i>AND/OR:</i>	
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
TOTAL PROJECT COSTS	\$ 20,990.00

STREETS AND ROADS CLAIM FOR FISCAL YEAR: 2020/21

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

PROJECT TITLE & BRIEF DESCRIPTION	PROJECT COST
1. Development, Construction & Maintenance Facilities throughout the claimant's jurisdiction:	\$ 718,016.00
<i>AND/OR:</i>	
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
TOTAL PROJECT COSTS	\$ 718,016.00

Enter Date:

Claimant Name:

CONTINGENCY PROJECT LISTING FOR FISCAL YEAR: 2020/21

CHECK ALL THAT APPLY (Enter "X" in yellow box)

BICYCLE AND PEDESTRIAN FACILITIES

Article 3

PUBLIC TRANSPORTATION

Article 4

STREETS & ROADS

Article 8a

STANDARD ASSURANCES FOR CLAIMANTS

CLAIMANT ASSURANCES: (initial yellow box all that apply)

- A. Claimant certifies that it has submitted a satisfactory, independent fiscal audit, with required certification statement, to the RTPA and to the State Controller, pursuant to PUC 99245 and 21 Cal. Code of Regulations Section 6664 for the prior fiscal year (project year minus two). Claimant assures that this audit requirement will be completed for the current fiscal year (project year minus one).
- B. Claimant certifies that it has submitted a State Controller Report to the RTPA and to the State Controller, pursuant to PUC 99243.

The undersigned hereby certifies that the above statements are true and correct.

Please print and sign after completing form

Authorized

Signature:

Name/Title:

Date:


Bret Harmon, Administrative Services Director

6-22-2020

**CITY OF SANGER
RESOLUTION NO. 4417**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANGER
SUBMITTING A CLAIM FOR TRANSPORTATION DEVELOPMENT ACT (TDA)
FUNDS CONTINUING FROM THE 2013-2014 FISCAL YEAR, THEREBY
COINCIDING WITH THE FRESNO COUNCIL OF GOVERNMENTS POLICY
BOARD APPROVAL OF TDA FUNDS APPORTIONMENT AND TDA CLAIMS
PROCESS**

WHEREAS, the City of Sanger hereby submits a TDA Funding Claim for the Local Transportation Fund, and State Transit Assistance Fund of Fresno County continuing from fiscal year 2013-2014; and thereafter

WHEREAS, the Fresno COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Administrative Code; and

WHEREAS, the Fresno COG encourages inter-jurisdictional coordination of transportation needs and increased coordination of transportation implementation plans.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Sanger hereby requests that the Fresno COG allocate the amounts approved by resolution by the Fresno COG Policy Board, from the Local Transportation Fund, and State Transit Assistance Fund to the named applicant for fiscal year 2013-2014; and thereafter for the purposes allowed under Articles 3, 4.5 and 8 of the Transportation Development Act of 1971, as identified in the attached claim and which is in accordance with the adopted Regional Transportation Plan.

BE IT FURTHER RESOLVED, that the City Council of the City of Sanger hereby requests that of the City's total Transportation Fund Apportionment for fiscal year 2013-2014; and thereafter, in the amount approved by resolution by the Fresno COG Policy Board, be allocated from the Local Transportation Fund to the Fresno COG for the purpose of conducting Regional Transportation Planning.

BE IT FURTHER RESOLVED, that the City Council of the City of Sanger hereby requests that of the City's total Transportation Fund Apportionment for fiscal year 2013-2014; and thereafter, in the amount approved by resolution by the Fresno COG Policy Board, be allocated to the Fresno County Rural Transit Agency for the purpose of conducting a transportation program consistent with the adopted Regional Transportation Plan.


BE IT FURTHER RESOLVED, that the named applicant further agrees to provide the Fresno COG with such information as may be necessary to support its annual transportation claim.

I hereby certify that the foregoing is a full, true and correct copy of a Resolution duly and regularly adopted and passed by the City Council for the City of Sanger, California, at a regular meeting held on the 18th day of July 2013, by the following vote:

AYES:	COUNCILMEMBERS:	MITCHELL, NIELSON, ONTIVEROS, CANTU, PACHECO
NOES:	COUNCILMEMBERS:	NONE
ABSTAIN:	COUNCILMEMBERS:	NONE
ABSENT:	COUNCILMEMBERS:	NONE


Rebeca Hernandez, City Clerk

APPROVED AS TO LEGAL FORM:


Jenell Van Bindsbergen, City Attorney

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2020-31

IN THE MATTER OF:

RESOLUTION OF APPROVAL OF

**TRANSPORTATION DEVELOPMENT ACT
OF 1971**

**TRANSPORTATION FUNDING CLAIM FOR THE
CITY OF SANGER, 2020-31**

WHEREAS, the Fresno Council of Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the City of Sanger has submitted Transportation Funding Claim for its 2020-21 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the City of Sanger has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the City of Sanger has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or area wide public transportation needs.
3. On June 25, 2020 the COG Board approved Resolution 2020-19 which found that public transportation needs within the County of Fresno and its sphere of influence will be reasonably met in 2020-21.

BE IT FURTHER RESOLVED, that the Fresno Council of Governments hereby approves the Transportation Funding Claim submitted by the City of Sanger and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Fresno Council of Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 24th day of September, 2020.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _ David Cardenas, Chair

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

Signed: _ Tony Boren, Executive Director

Mayor:
Victor P. Lopez

Mayor Pro Tem:
Diana Guerra Silva

City Council Members:
Gilbert Garcia
Roy Rodriguez
Hope Rodriguez



Interim City Manager:
Rudy Hernandez
(559) 626-4488 x-216

City Clerk:
June V. Bracamontes
(559) 626-4488 x-214

Incorporated January 20, 1948

July 28, 2020

Toni Graham
Accounting Manager
Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA. 93721

Re: Transportation Funding Claim for Fiscal Year 2020-21.

Dear Ms.Graham:

As requested, attached is the Transportation Funding Claim for Fiscal Year 2020-21 approved by the City of Orange Cove City Council on July 22, 2020.

Should you have any questions, please contact me at 559-626-4488 ext.216 or via e-mail at rudy@cityoforange Cove.com

Sincerely,



Rudy Hernandez

Enter Date: **7/22/2020**

Claimant Name: **City of Orange Cove**

TRANSPORTATION FUNDING CLAIM FOR FISCAL YEAR: 2020/21

Instructions: Please note that each page of this claim is a separate worksheet, please click through all tabs and complete. Also note that light yellow fields require an entry if applicable, light grey fields contain formulas that will automatically calculate based on corresponding entries. A date and claimant name field is at the top of the first page, and automatically repeats on following pages, (date should be formatted 00/00/0000)

When completed, please print, sign and send signed original via mail to:

Les Beshears, Director of Finance, Fresno Council of Governments, 2035 Tulare Street, Suite 201, Fresno, CA 93721

From: Applicant:	City of Orange Cove
Address:	633 6th Street
City/State/Zip:	Orange Cove, CA. 93646
Contact Phone/email:	Rudy Hernandez, 559-626-4488 Ext.216, rudy@cityoforangecove.com

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund

Apportionment:	\$ 366,133.00
Unexpended, Held by Claimant:	
Other Agency:	

State Transit Assistance Fund

Estimate:	\$ 81,563.00
Unexpended, Held in Trust:	\$ 84,091.00

Other

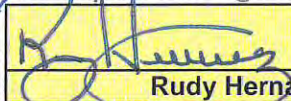
Other:	
--------	--

	TOTAL
	\$ 531,787.00

spell out total amount in above cell

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund.

Please print and sign after completing form

Authorized Signature:	
Name/Title:	Rudy Hernandez, Interim City Manager
Date:	7/22/2020



Enter Date: 7/22/2020

Claimant Name: City of Orange Cove

TRANSPORTATION FUNDING CLAIM DETAIL FOR FISCAL YEAR: 2020/21

PURPOSE	AMOUNT	SUBTOTAL
1. Bicycle & Pedestrian Facilities:		
Article 3:	\$ 7,301.00	
Article 8a:		
Audit Exceptions (General Fund Payback);		
Unexpended Funds, Held by Claimant:		\$ 7,301.00
2. Regional Transportation Planning:	\$ 10,196.00	\$ 10,196.00
3. Public Transportation		
State Transit Assistance Funds (STA):	\$ -	
Other:		\$ -
4. Community Transit Service CTSA, Article 4.5:	\$ 18,964.00	\$ 18,964.00
5. Streets & Roads:		
Article 8a:	\$ 247,834.00	
Unexpended Funds, Held by Claimant:		\$ 247,834.00
6. To Be Claimed By:		
Fresno County Rural Transit Agency LTF:	\$ 81,838.00	
Fresno County Rural Transit Agency STA:	\$ 165,654.00	
Other:	\$ -	
		\$ 247,492.00
7. Reserve in Fund Pending Further Claiming		\$ -
	GRAND TOTAL	\$ 531,787.00
	Claim Total Must Agree With Total on First Page	\$ 531,787.00
	Minus Non Transit Claims	\$ 276,652.00
	GRAND TOTAL PAYABLE TO CLAIMANT	\$ 255,135.00

Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.

Enter Date: 7/22/2020

Claimant Name: City of Orange Cove

BICYCLE AND PEDESTRIAN FACILITIES FOR FISCAL YEAR: 2020/21

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

PROJECT TITLE & BRIEF DESCRIPTION	PROJECT COST
1. Various Bicycle & Pedestrian Facilities throughout the claimant's jurisdiction:	\$ 7,301.00
<i>AND/OR:</i>	
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
TOTAL PROJECT COSTS	\$ 7,301.00

STREETS AND ROADS CLAIM FOR FISCAL YEAR: 2020/21

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

PROJECT TITLE & BRIEF DESCRIPTION	PROJECT COST
1. Development, Construction & Maintenance Facilities throughout the claimant's jurisdiction:	\$ 247,834.00
<i>AND/OR:</i>	
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
TOTAL PROJECT COSTS	\$ 247,834.00

Enter Date:

Claimant Name:

CONTINGENCY PROJECT LISTING FOR FISCAL YEAR: 2020/21

CHECK ALL THAT APPLY (Enter "X" in yellow box)

BICYCLE AND PEDESTRIAN FACILITIES

Article 3

PUBLIC TRANSPORTATION

Article 4

STREETS & ROADS

Article 8a

STANDARD ASSURANCES FOR CLAIMANTS

CLAIMANT ASSURANCES: (initial yellow box all that apply)

- A. Claimant certifies that it has submitted a satisfactory, independent fiscal audit, with required certification statement, to the RTPA and to the State Controller, pursuant to PUC 99245 and 21 Cal. Code of Regulations Section 6664 for the prior fiscal year (project year minus two). Claimant assures that this audit requirement will be completed for the current fiscal year (project year minus one).
- B. Claimant certifies that it has submitted a State Controller Report to the RTPA and to the State Controller, pursuant to PUC 99243.

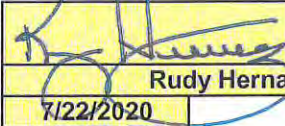
The undersigned hereby certifies that the above statements are true and correct.
Please print and sign after completing form

Authorized

Signature:

Name/Title:

Date:



BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2020-32

IN THE MATTER OF:

RESOLUTION OF APPROVAL OF

**TRANSPORTATION DEVELOPMENT ACT
OF 1971**

**TRANSPORTATION FUNDING CLAIM FOR THE
CITY OF ORANGE COVE, 2020-32**

WHEREAS, the Fresno Council of Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the City of Orange Cove has submitted Transportation Funding Claim for its 2020-21 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the City of Orange Cove has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the City of Orange Cove has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or area wide public transportation needs.
3. On June 25, 2020 the COG Board approved Resolution 2020-19 which found that public transportation needs within the County of Fresno and its sphere of influence will be reasonably met in 2020-21.

BE IT FURTHER RESOLVED, that the Fresno Council of Governments hereby approves the Transportation Funding Claim submitted by the City of Orange Cove and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Fresno Council of Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 24th day of September, 2020.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _ David Cardenas, Chair

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

Signed: _ Tony Boren, Executive Director

Enter Date: **8/25/2020** Claimant Name: **City of Mendota**

TRANSPORTATION FUNDING CLAIM FOR FISCAL YEAR: 2020/21

Instructions: Please note that each page of this claim is a separate worksheet, please click through all tabs and complete. Also note that light yellow fields require an entry if applicable, light grey fields contain formulas that will automatically calculate based on corresponding entries. A date and claimant name field is at the top of the first page, and automatically repeats on following pages, (date should be formatted 00/00/0000)

When completed, please print, sign and send signed original via mail to:

Les Beshears, Director of Finance, Fresno Council of Governments, 2035 Tulare Street, Suite 201, Fresno, CA 93721

From: Applicant:	City of Mendota
Address:	643 Quince Street
City/State/Zip:	Mendota, CA 93640
Contact Phone/email:	(559) 655-3291/nancy@cityofmendota.com

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund

Apportionment:	\$ 482,853.00
Unexpended, Held by Claimant:	
Other Agency:	

State Transit Assistance Fund

Estimate:	\$ 107,940.00
Unexpended, Held in Trust:	\$ 22,265.00

Other


Other:

	TOTAL
	\$ 613,058.00

spell out total amount in above cell

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund.

Please print and sign after completing form

Authorized Signature: 
Name/Title: **Cristian Gonzalez, City Manager**
Date: **8/26/2020**



2035 Tulare St., Ste. 201 tel 559-233-4148
Fresno, California 93721 fax 559-233-9645

www.fresnocog.org

Enter Date: **8/25/2020**

Claimant Name: **City of Mendota**

TRANSPORTATION FUNDING CLAIM DETAIL FOR FISCAL YEAR: 2020/21

PURPOSE	AMOUNT	SUBTOTAL
1. Bicycle & Pedestrian Facilities:		
Article 3:	\$ 9,662.00	
Article 8a:		
Audit Exceptions (General Fund Payback);		
Unexpended Funds, Held by Claimant:		
		\$ 9,662.00
2. Regional Transportation Planning:		
	\$ 13,493.00	\$ 13,493.00
3. Public Transportation		
State Transit Assistance Funds (STA):	\$ -	
Other:		
		\$ -
4. Community Transit Service CTSA, Article 4.5:		
	\$ 23,413.00	\$ 23,413.00
5. Streets & Roads:		
Article 8a:	\$ 286,079.00	
Unexpended Funds, Held by Claimant:		
		\$ 286,079.00
6. To Be Claimed By:		
Fresno County Rural Transit Agency LTF:	\$ 150,206.00	
Fresno County Rural Transit Agency STA:	\$ 130,205.00	
Other:	\$ -	
		\$ 280,411.00
7. Reserve in Fund Pending Further Claiming		
		\$ -
GRAND TOTAL		\$ 613,058.00
Claim Total Must Agree With Total on First Page		\$ 613,058.00
Minus Non Transit Claims		\$ 317,317.00
GRAND TOTAL PAYABLE TO CLAIMANT		\$ 295,741.00

Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.

Enter Date: **8/25/2020**

Claimant Name: **City of Mendota**

BICYCLE AND PEDESTRIAN FACILITIES FOR FISCAL YEAR: 2020/21

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

PROJECT TITLE & BRIEF DESCRIPTION	PROJECT COST
1. Various Bicycle & Pedestrian Facilities throughout the claimant's jurisdiction:	\$ 9,662.00
<i>AND/OR:</i>	
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
TOTAL PROJECT COSTS	\$ 9,662.00

STREETS AND ROADS CLAIM FOR FISCAL YEAR: 2020/21

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

PROJECT TITLE & BRIEF DESCRIPTION	PROJECT COST
1. Development, Construction & Maintenance Facilities throughout the claimant's jurisdiction:	\$ 286,079.00
<i>AND/OR:</i>	
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
TOTAL PROJECT COSTS	\$ 286,079.00

Enter Date:

Claimant Name:

CONTINGENCY PROJECT LISTING FOR FISCAL YEAR: 2020/21

CHECK ALL THAT APPLY (Enter "X" in yellow box)

BICYCLE AND PEDESTRIAN FACILITIES

Article 3

PUBLIC TRANSPORTATION

Article 4

STREETS & ROADS

Article 8a

STANDARD ASSURANCES FOR CLAIMANTS

CLAIMANT ASSURANCES: (initial yellow box all that apply)

- A. Claimant certifies that it has submitted a satisfactory, independent fiscal audit, with required certification statement, to the RTPA and to the State Controller, pursuant to PUC 99245 and 21 Cal. Code of Regulations Section 6664 for the prior fiscal year (project year minus two). Claimant assures that this audit requirement will be completed for the current fiscal year (project year minus one).
- B. Claimant certifies that it has submitted a State Controller Report to the RTPA and to the State Controller, pursuant to PUC 99243.

The undersigned hereby certifies that the above statements are true and correct.
Please print and sign after completing form

Authorized Signature:
Name/Title:
Date:

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2020-33

IN THE MATTER OF:

RESOLUTION OF APPROVAL OF

**TRANSPORTATION DEVELOPMENT ACT
OF 1971**

**TRANSPORTATION FUNDING CLAIM FOR THE
CITY OF MENDOTA, 2020-33**

WHEREAS, the Fresno Council of Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the City of Mendota has submitted Transportation Funding Claim for its 2020-21 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the City of Mendota has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the City of Mendota has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or area wide public transportation needs.
3. On June 25, 2020 the COG Board approved Resolution 2020-19 which found that public transportation needs within the County of Fresno and its sphere of influence will be reasonably met in 2020-21.

BE IT FURTHER RESOLVED, that the Fresno Council of Governments hereby approves the Transportation Funding Claim submitted by the City of Mendota and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Fresno Council of Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 24th day of September, 2020.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: David Cardenas, Chair

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

Signed: Tony Boren, Executive Director



**Application for appointment
to the
Environmental Justice Sub-Committee**

Applications due to Fresno COG on or before October 9, 2020

Submit application to Fresno COG staff at:

Trai Her-Cole, Associate Regional Planner

Email: traih@fresnocog.org

Mail: 2035 Tulare Street, Suite 201, Fresno, CA 93721

The Environmental Justice Sub-Committee was developed to serve as a subcommittee of Fresno COG's Transportation Technical Committee (TTC). This subcommittee process would feed into the structured, standard committee process. The subcommittee will meet to assist Fresno COG staff in setting thresholds for Environmental Justice Populations for Environmental Justice Report within the Regional Transportation Plan (RTP) and will appoint one member to sit on the RTP Roundtable for the duration of the RTP update.

Applicant Information

Name _____ Date _____

Agency or group representing _____

Title _____

Physical Address _____

Email _____

Work Phone _____ Cell Phone _____

The subcommittee is made up of ten positions designed to provide full, diverse and equitable representation from Environmental Justice populations. Please check all positions you qualify to represent and for which you wish to be considered.

Youth

Please submit answers to the following questions:

1. What specific organization or sector do you represent, if any?

2. What is your experience related to engaging in environmental justice issues and or/ disadvantaged populations?

Applicant Signature and Date



Fresno Council of Governments Regional Transportation Plan 2020 Public Opinion Survey Report

Table of Contents

	Page
Key Findings	2
Introduction and Methodology	5
Weighting Demographic Data	9
Demographic Statistics/Respondent Characteristics	11
Mode of Travel and Travel Time	17
Community Values	21
Transportation Funding Priorities	29
Appendix	
Questionnaire	37
Frequencies and Overall Means	43
Subgroup Means and Crosstabulations	separate document

Fresno Council of Governments Regional Transportation Plan Public Opinion Survey

Key Findings

Methodology

- Early in 2020, the Fresno Council of Governments sought to contract with a research consultant to conduct an opinion survey for which participants were to be reflective of Fresno County's demographics, including the Spanish speaking population and adequate rural representation.
- Rea & Parker Research was selected to be the survey consultant and would be responsible for securing the population's ranking of defined community values and transportation funding priorities. Along with these value and funding priority questions, the survey was planned to include population demographics and trip/travel characteristics.
- Ten "community values" and nine "transportation funding priorities" were agreed upon by Rea & Parker Research and by Fresno COG.
- A telephone survey was comprised of 650 completed surveys. The telephone sample was supplemented by 300 respondents to an online survey such that, when added to the telephone sample, the overall survey margin of error would be +/- 3.2 percent at the 95 percent confidence level.

Weighting Demographic Data

- As is typical in survey research, the demographic composition of the ultimate sample does not necessarily match the demographics of the general population for a number of reasons including the tendency for certain groups to be less responsive.
- Weights were therefore applied to Ethnicity, City of Residence, and Age in order to reflect the actual demographics of Fresno County. The Income variable, which was representative prior to weighting these other variables, skewed a bit negatively upon weighting, so Income was added into the weighting process.
- It is noteworthy that the findings for such variables as travel mode/time and community value/transportation priority preferences changed very little before and after weighting.

- The unweighted and weighted demographic statistics are supplied below; however, inasmuch as no noteworthy differences existed for travel mode/time and community value/transportation priority preferences, only the demographically weighted results are presented.

Demographic Statistics/Respondent Characteristics (unweighted and weighted)

- Unweighted survey respondents were 43 percent White and 42 percent Hispanic/Latino but are 51 percent Hispanic/Latino and 31 percent White when weighted.
- The median age of the sample is 57.2 years of age unweighted but 43.3 years of age weighted.
- Unweighted, the median household income of the sample was \$43,000 per year. The median household income is \$45,000 weighted. Over three-fifths (61 percent) of the sample respondents show an annual household income under \$60,000 when weighted versus 63 percent unweighted.
- Unweighted, 69 percent of the sample has some college or community college and 36 percent have a Bachelor's Degree of higher. Almost two-thirds (65 percent) of the weighted sample have at least some college or community college education. Notably, more than one-third (37 percent) of the sample have a Bachelor's degree or higher.
- The sample respondents dominantly reside in the City of Fresno (61 percent unweighted and 53 percent weighted). The remainder of the sample respondents reside in the City of Clovis (15 percent unweighted and 12 percent weighted) and non-urban areas of Fresno County (24 percent unweighted and 35 percent weighted).
- In the unweighted sample, approximately one-fourth (24 percent) of the respondents are employed full time by someone else (30 percent weighted). Another 11 percent unweighted were employed prior to the pandemic but now are unemployed (13 percent weighted). The total of retired, disabled/unable to work respondents and unemployed workers before and following the advent of the pandemic was 41 percent unweighted (25 percent weighted).

Mode of Travel and Travel Time (weighted)

- Approximately three fourths (77 percent) of the sample respondents drive alone in their car.
- The second most used mode of commuting is carpooling (8 percent).
- Over four fifths (81 percent) of sample respondents travel 30 minutes or less to work or school.

Community Values (weighted)

- It is important to note that all community values are rated highly—all above a mean rating in excess of 7 out of 10. From highest to lowest, respondents rated community values as follows (scale: 1—not at all important--to-10 very important)
 - **safeguarding clean air (mean of 8.55)**
 - **preserving farmland and agriculture (mean of 8.50)**
 - **designing neighborhoods for walking/biking (mean of 8.20)**
 - **support robust economy (mean 8.15)**
 - **preserving open space and the environment (mean of 8.11)**
 - **investing in existing neighborhoods (mean of 8.04)**
 - **reducing effects of climate change (mean of 7.89)**
 - **developing single family homes (mean of 7.29)**
 - **mixed residential/business – close to transit (mean of 7.28)**
 - **more multi-family housing (mean of 7.15).**
- The following subgroups place a high level of importance on the Community Values in this study: Spanish language is language of survey preference, 8th grade education or less, longer travel time, and commute by public bus.

Transportation Funding Priorities (weighted)

- It is important to note that all transportation funding priorities are rated highly—all but one above a mean rating in excess of 7 out of 10. From highest to lowest, respondents rated transportation priorities as follows (scale: 1—not at all important--to-10 very important)
 - **repairing potholes/maintain streets (mean of 9.11)**
 - **safer roads and intersections (mean of 8.80)**
 - **maintaining sidewalks and walkways (mean of 8.61)**
 - **reducing traffic congestion/delays (mean of 8.16).**
 - **more walking biking trails (mean of 7.89)**
 - **improve local bus service (7.85)**
 - **increase number of bike lanes/paths (mean of 7.39)**

- **support shared mode transportation (mean of 7.21)**
- **technologically innovative driving options (mean of 6.71).**
- What is particularly apparent in these rankings is the traditional, “bread and butter” priorities of maintaining basic infrastructure and facilitating traffic flow. It is noteworthy that the priority associated with technologically innovative driving options has a notably low rating.
- The following subgroups place a high level of importance on the various Transportation Funding Priorities: Spanish language survey preference, commute by carpool, Homemakers, non-work/school travel time more than one hour, and 8th grade education or less.

Introduction and Methodology

The Fresno Council of Governments (COG) is a voluntary association of local governments, one of California’s 38 regional planning agencies, and one of more than 500 nationwide. In 1967 elected officials of Fresno County and its incorporated cities created the agency, formalizing Fresno COG in 1969 through a Joint Powers Agreement. Fresno COG undertakes comprehensive regional planning with an emphasis on transportation. It further provides citizens with an opportunity to be involved in the planning process, and Fresno COG also supplies technical services to its members.

Fresno COG’s Member Agencies are as follows:

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

Members are represented on the Policy Board by the Mayors of each incorporated city, and the Chairman of the County Board of Supervisors, or their designated elected officials. The Policy Board governs the agency, setting policy and guiding work activities. The Board is assisted in its decision-making process by the Policy Advisory Committee (PAC), comprised of the Chief Administrative Officer of each member agency. The decision process is also assisted by staff from member agencies, citizen and interest groups

and other stakeholders. Fresno COG is partially supported by contributed dues from its 16 members; however, the major revenue sources include federal and state grants. The agency has no taxing or legislative authority.

Early in 2020, the Fresno Council of Governments sought to contract with a research consultant that possessed substantial experience in designing and conducting opinion surveys for which participants are reflective of the County's demographics, including the non-English speaking populations, from urban and rural areas of the region. The consultant would be responsible for securing the population's ranking of defined community values and transportation funding priorities of the Fresno County community. Along with these value and spending priority questions, the survey was planned to include population demographics and trip/travel characteristics.

To meet the objectives of this project, Rea & Parker Research was selected to:

- Work closely with the Fresno COG Project Team to design survey instruments for telephone and online implementation that would meet the needs and objectives of Fresno COG.
- Closely supervise the entire data collection and data entry process.
- Produce a final report of findings and present these findings to Fresno COG members

The data collected from the survey would inform the Fresno Council of Governments Regional Transportation Plan that looks 25 years into the future, setting policies for a wide variety of transportation options and projects. The Plan will guide how and where people and goods will travel by identifying both existing and needed transportation facilities, while taking into consideration that the Fresno region is continually evolving to accommodate more people, more vehicles, and more need for public transportation options.

The original Request for Proposals indicated that the survey would be conducted online. Rea & Parker Research, however, proposed that the majority of the respondents be obtained by a random digit dialing telephone survey. The telephone survey was to be comprised of 650 completed surveys (approximately 500 landline and 150 cell phones, in English (n = 500) and Spanish (n = 150). The margin of error for the telephone portion of the survey of 650 respondents is +/- 3.8 percent at 95 percent confidence.

Telephone surveys facilitate randomization and control of the survey’s representativeness regarding rural/urban residence, ethnicity, and primary language in the home, among other characteristics that were incorporated with the input of the Fresno COG Project Manager. Because of a telephone survey’s advantage over online regarding assuring representativeness, Rea & Parker Research recommended this approach.

Rea & Parker Research also proposed to supplement the telephone sample with 300 respondents to an online survey that would aid in obtaining responses from respondents who have proven to be less inclined to respond by telephone such that, when added to the telephone sample, the overall survey margin of error would be +/- 3.2 percent at the 95 percent confidence level. The telephone survey is included in the Appendix to this report. The online survey included the very same questions as did the telephone survey.

Ten “community values” and nine “transportation funding priorities” were agreed upon by Rea & Parker Research and by Fresno COG. These values and priorities are as follows:

Community Values	10	9	8	7	6	5	4	3	2	1
a. Neighborhoods should be designed for walking and bicycling										
b. There should be more multi-family housing made available										
c. Continue developing communities that are predominantly single-family homes										
d. Provide more mixed residential and business-related projects that are within walking distance of transit stops										
e. Preserve farmland and agricultural activities										
f. Preserve open space and environmentally sensitive areas										
g. Support a robust economy										
h. Safeguard clean air										
i. Reduce the effects of climate change										
j. Invest in existing neighborhoods										

Funding Priorities	10	9	8	7	6	5	4	3	2	1
a. Repair potholes and maintain streets and roads										
b. Reduce traffic congestion and traffic delays										
c. Make roads and intersections safer										
d. Support more technologically innovative driving options (for example, more electric charging stations or self-driving vehicles)										
e. Improve local bus service (FAX, Fresno County Rural, and Clovis Transit)										
f. Support more shared mode transportation options (for example, carpools, vanpools, or on demand services like Uber)										
g. Maintain pedestrian sidewalks and walkways										
h. Provide more walking and biking trails										
i. Increase the number of bike lanes and bike paths										

Respondents were asked to rate each item on a scale of “very important” (10) to “not at all important” (1). Then, the ratings for each item were aggregated. These aggregate ratings formed the basis for ranking the value and priority items from most important to least important as enumerated in this report. In order to avoid any possibility of bias due to the ordering of values and priorities in the questionnaires, these items were rotated online and by telephone to provide an equal ordering distribution among these items.

Through the use of the Computer Aided Telephone Interviewing (CATI) system, telephone responses were entered into a computer data base as they were provided. Interviewers were selected from a pool of approximately 50 experienced interviewers. Each interviewer is trained in proper techniques, obtaining respondent participation, accurately recording responses, and is further trained in the importance of confidentiality. A minimum of four callback attempts is made in the case of a busy signal, an unanswered phone, or an answering machine. These callbacks are made on different days and at different times to maximize the chance of reaching an eligible respondent. All telephone interviews are conducted with a supervisor present at all times. Interviews are normally conducted from 4:00 to 9:00 p.m. on weekdays, and from 12:00 to 5:00 p.m. on Saturdays and Sundays. Bilingual interviewers (Spanish/English) were available as necessary to conduct interviews.

Quality control procedures were employed throughout the interviewing and data reduction phases. Custom data entry screens were created that filtered valid code ranges and accommodated automatic skip and fill patterns. Interviews in progress were selectively and unobtrusively monitored by supervisors using a special digital telephone system. Ten percent of completed interviews that were not directly monitored were selected for verification by re-contacting the respondents.

As promised, the analysis that follows includes 500 telephone surveys in English and 150 in Spanish. There are 494 landline and 156 cell phone responses. The online survey generated an additional 300 completed responses. Inasmuch as online surveys are not controllable, within reason, for representativeness, almost all respondents (n= 297) elected to complete the online survey in English. The sampling plan for the online survey was as follows:

- Rea & Parker Research works with Dynata, LLC, which invited all members of their standing panel of Fresno County residents to participate in the survey. The exact number in this panel is proprietary to Dynata. Dynata is the world's largest "first-party data and insight platform," maintaining survey panels throughout the world.
- The invitation briefly explained the purpose of the survey – largely seeking resident input to better plan transportation services for the Fresno Region.
- Residents were invited to complete the survey by clicking on a link provided in the invitation and there was a deadline for their completion of the survey.
- The residents then completed the rankings for both the community values and spending priorities. They also answered the same demographic and other questions as in the telephone survey component. A total of 503 Fresno County residents began the survey; 300 completed it.

When the respondent clicked "submit" or completed the telephone survey, the completed survey was transmitted to Rea & Parker's secure and confidential server maintained by Dynata. The online survey was completed during the period from June 11, 2020-to-June 21, 2020. The telephone survey was completed between June 12, 2020 and June 29, 2020. Open-ended responses were post-coded into existing survey categories or other numerically defined categories when responses required such additional consideration. Survey data were statistically compiled for analysis by the Statistical Package for the Social Sciences (SPSS).

Ultimately, the online survey required an average of 9.26 minutes to complete and the telephone survey required 14.17 minutes.

Weighting Demographic Data

As is typical in survey research, the demographic composition of the ultimate sample does not necessarily match the demographics of the general population for a number of reasons including the tendency for certain groups to be less responsive. Weights were therefore applied to Ethnicity, City of Residence, and Age in order to reflect the actual demographics of Fresno County. The Income variable, which was representative prior to weighting these other variables, skewed a bit negatively upon weighting, so Income was added into the weighting process. The impact of this weighting procedure includes the following:

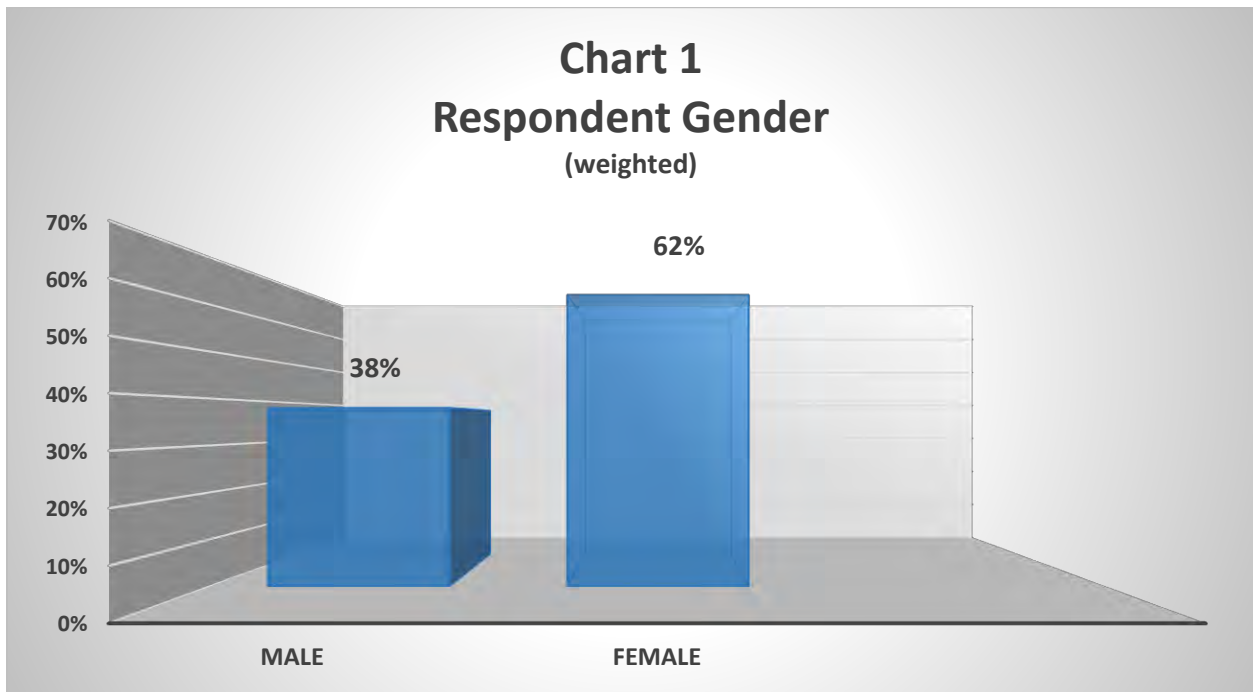
- Unweighted survey respondents were 43 percent White and 42 percent Hispanic/Latino but are 51 percent Hispanic/Latino and 31 percent White when weighted.
- The median age of the sample is 57.2 years of age unweighted but 43.3 years of age weighted.
- Unweighted, the median household income of the sample was \$43,000 per year. The median household income is \$45,000 weighted. Over three-fifths (61 percent) of the sample respondents show an annual household income under \$60,000 when weighted versus 63 percent unweighted.
- Unweighted, 69 percent of the sample has some college or community college and 36 percent have a Bachelor's Degree or higher. Almost two-thirds (65 percent) of the weighted sample have at least some college or community college education. Notably, more than one-third (37 percent) of the sample have a Bachelor's degree or higher.
- The sample respondents dominantly reside in the City of Fresno (61 percent unweighted and 53 percent weighted). The remainder of the sample respondents reside in the City of Clovis (15 percent unweighted and 12 percent weighted) and non-urban areas of Fresno County (24 percent unweighted and 35 percent weighted).
- In the unweighted sample, approximately one-fourth (24 percent) of the respondents are employed full time by someone else (30 percent weighted). Another 11 percent unweighted were employed prior to the pandemic but now are unemployed (13 percent weighted). The total

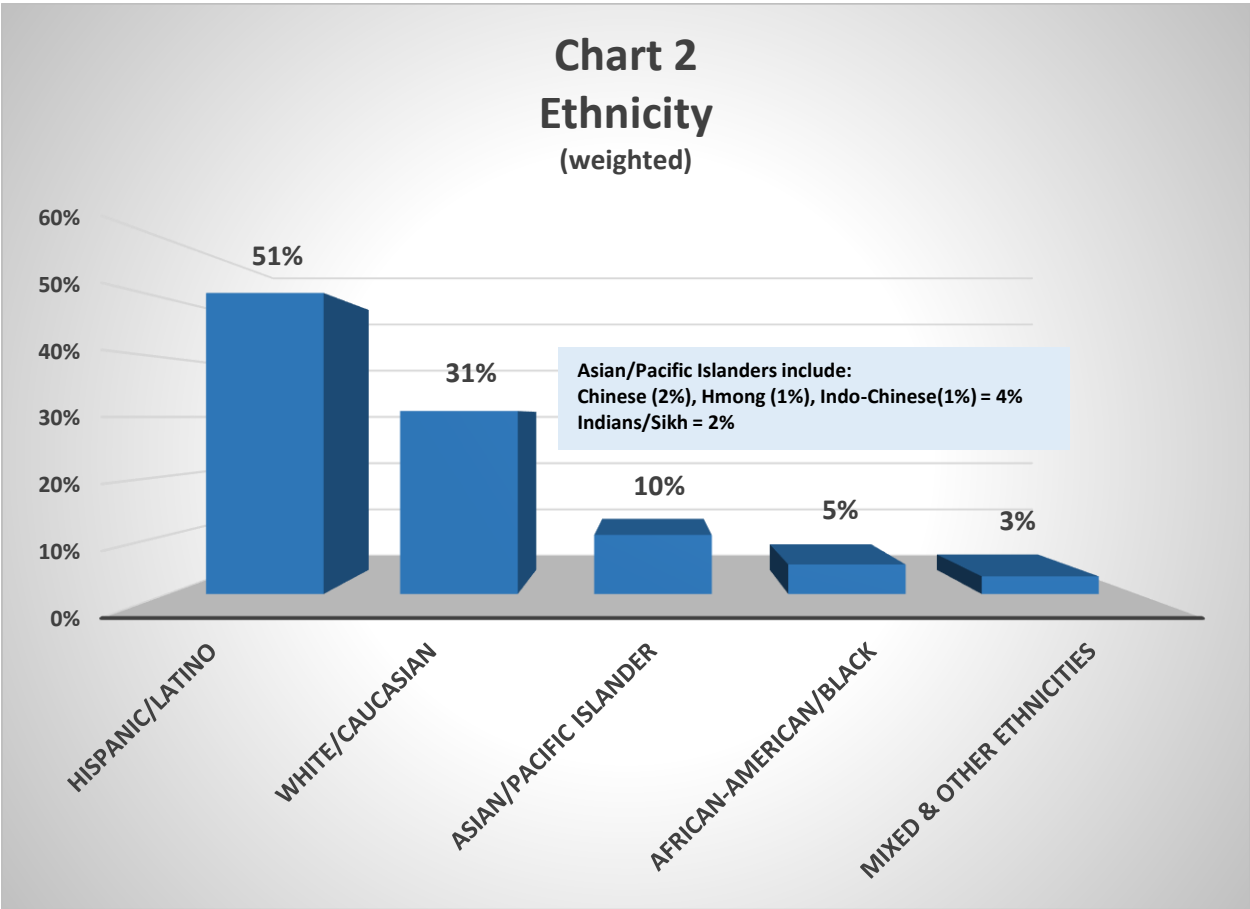
of retired, disabled/unable to work respondents and unemployed workers before and following the advent of the pandemic was 41 percent unweighted (25 percent weighted).

It is noteworthy that the findings for such variables as travel mode/time and community value/transportation priority preferences changed very little before and after weighting. **The balance of this report will present and discuss the weighted findings for demographics, travel characteristics, community values and transportation funding priorities.** The Appendix to this report contains the full weighted frequency distributions and analyses of mean differences/crosstabulation for the data that are summarized in the balance of this report.

Weighted Demographic Statistics/Respondent Characteristics

Charts 1 to 7 present the weighted demographic characteristics of the survey respondents. These characteristics are shown for the combined telephone and online samples. **Chart 1** shows that just over three-fifths (62 percent) of the respondents are female.





The weighted survey respondents are dominantly Hispanic/Latino and White (**Chart 2**). The sample indicates that Hispanic/Latino respondents represent just over one half (51 percent) of the sample population followed by Whites who comprise 31 percent of the sample. The remaining sample population is represented by Asian/Pacific Islanders (10 percent), African-Americans (5 percent), and people of mixed and other ethnicities (3 percent).

Chart 3 presents the weighted age distribution of the sample respondents. The median age of the combined sample is 43.3. Just over 7 in 10 respondents (71 percent) are between the ages of 18 and 54 while 29 percent are over the age of 55.

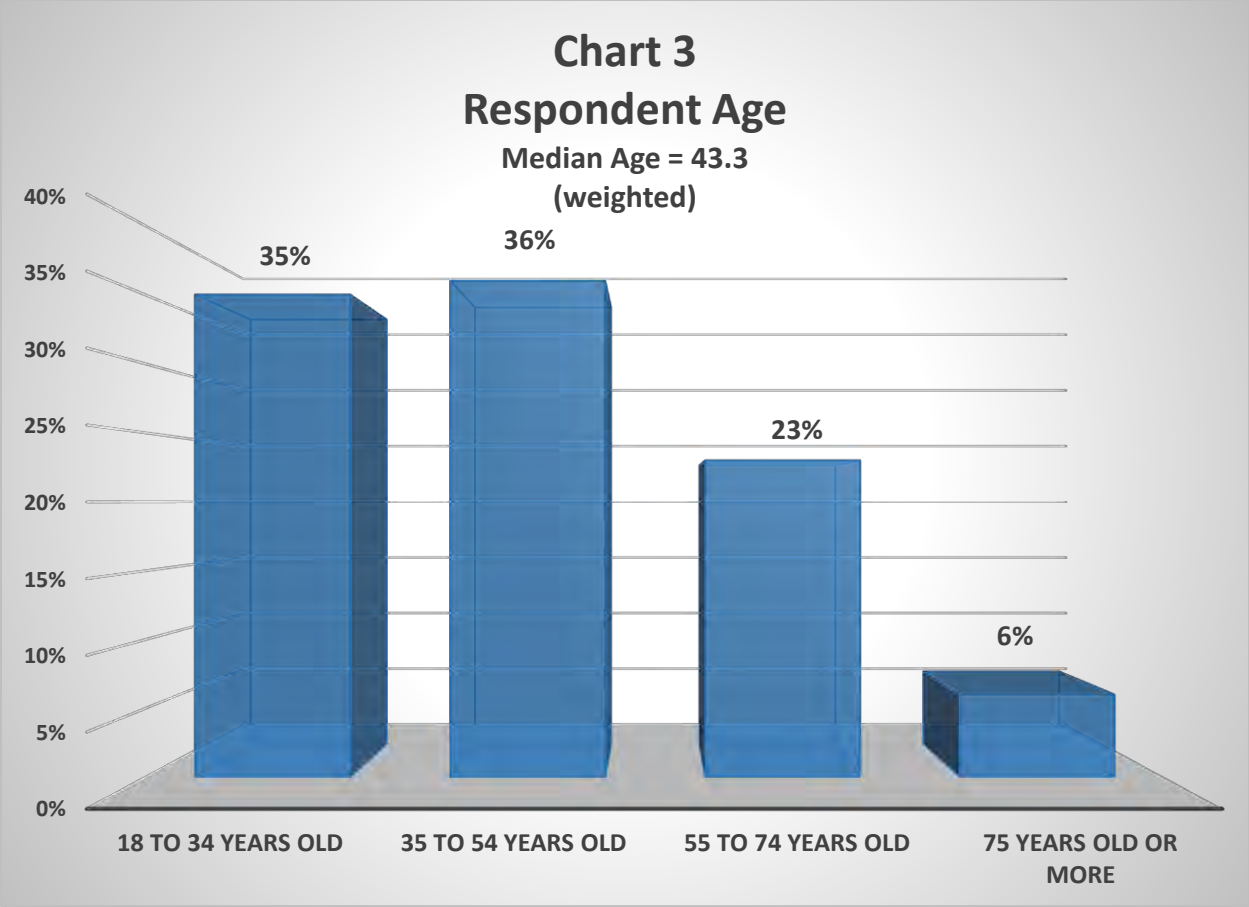
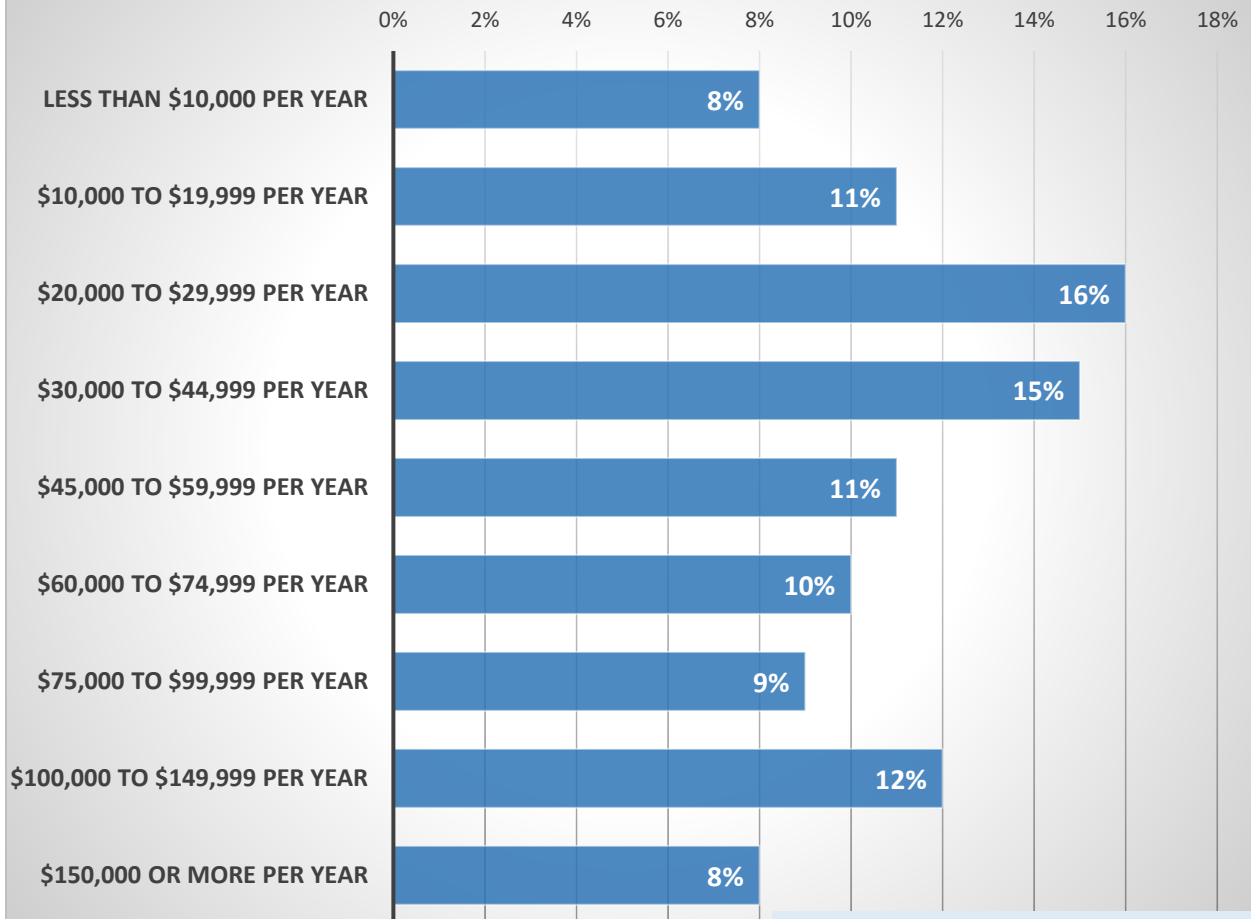


Chart 4 depicts the weighted annual household income distribution of the sample respondents. The median income for the combined sample is \$45,000. Over three-fifths (61 percent) of the sample population show an annual median household income of under \$60,000. Median income levels in Fresno County (\$52,600) and in California (\$71,800) are higher than those of the sample population.

Chart 5 shows the educational attainment of the weighted sample population. Almost two-thirds (65 percent) of the sample have at least some college or community college education. Notably, nearly one fourth (24 percent) of the sample have a bachelor’s degree and 13 percent have attained a graduate school degree. A relatively small percentage of respondents demonstrated only some high school or less education as their highest level of education (11 percent).

Chart 4 Annual Household Income

Median Income = \$45,000
(weighted)



Fresno County median income = \$52,600.
Low income (80%) = \$42,100.
Very Low income (50%) = \$26,300
California median income = \$71,800.
Low income (80%) = \$57,400.
Very Low income (50%) = \$35,900

Chart 5
Highest Level of Education
(weighted)

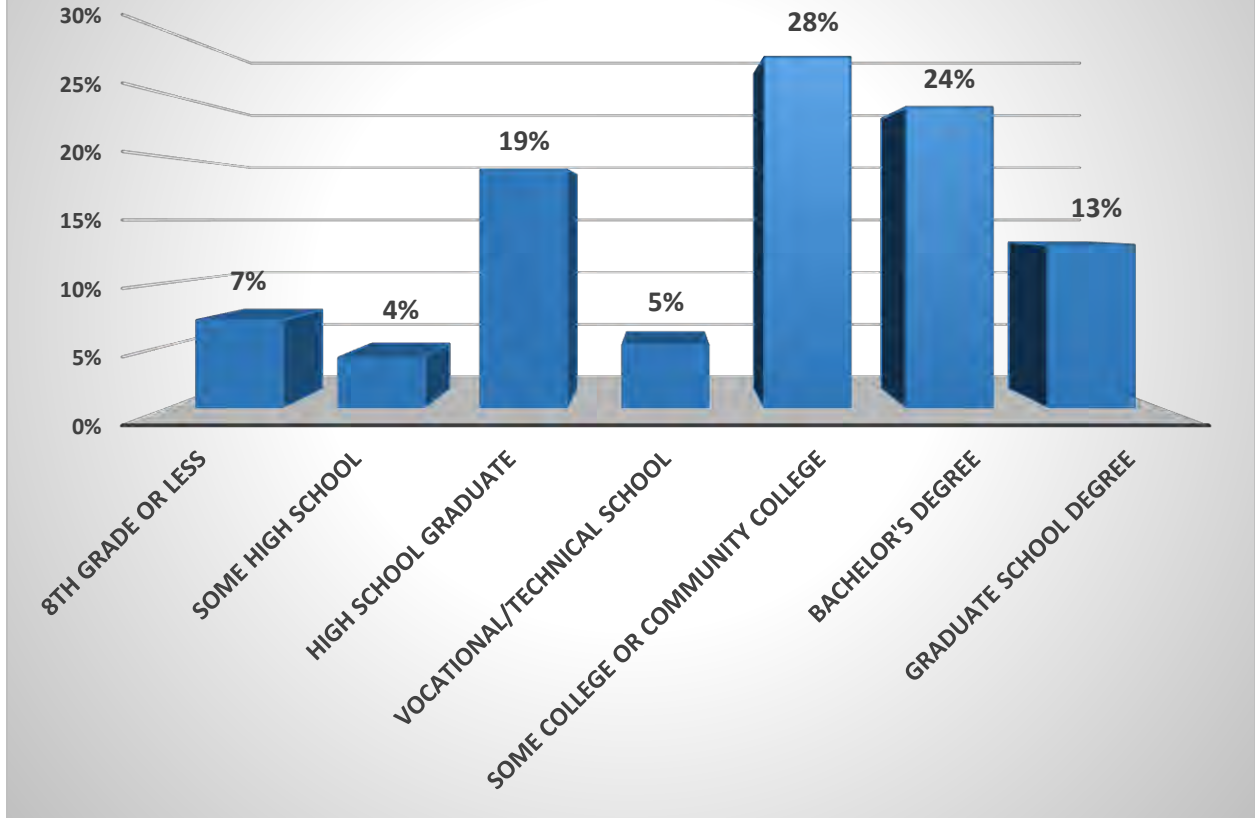


Chart 6 shows how the weighted sample population is distributed by location within Fresno County. The sample respondents dominantly reside in the City of Fresno. That is, over one half (53 percent) of the sample reside in the City of Fresno. The remainder of the sample respondents is comprised of 12 percent from the City of Clovis and 35 percent from the non-urban areas of Fresno County.

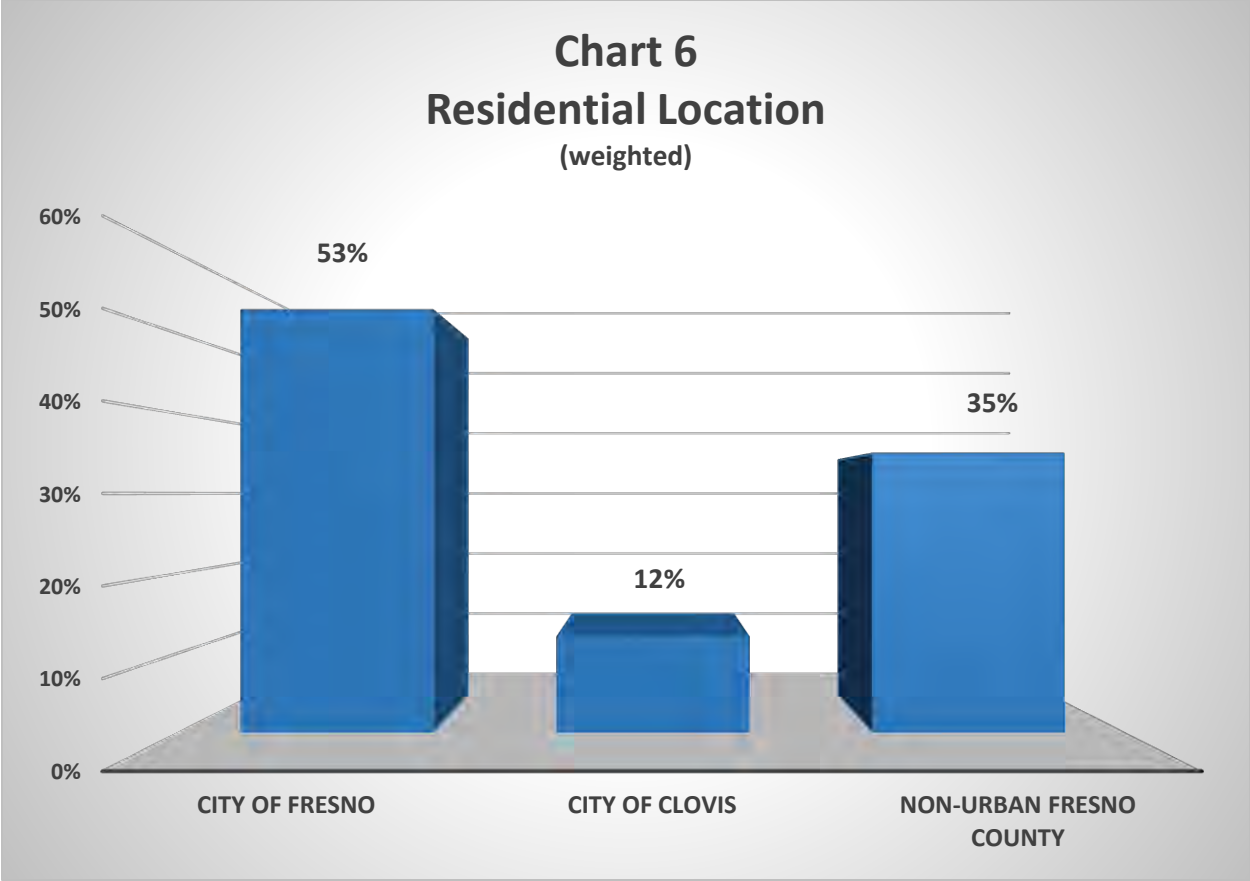
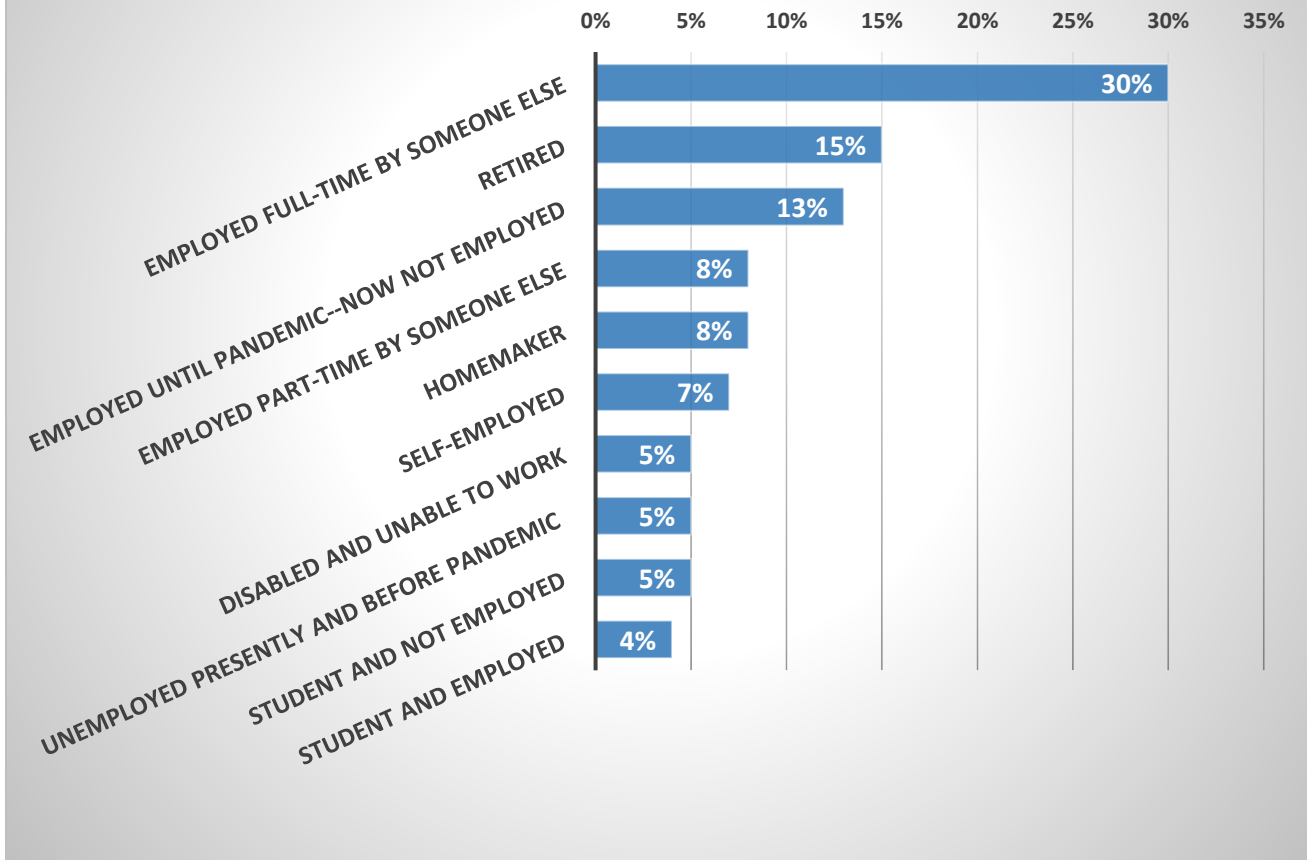


Chart 7 indicates the work status of the weighted sample respondents. Nearly one third (30 percent) of the respondents are employed full time by someone else and 15 percent are retired. Another 13 percent were employed prior to the pandemic but now are unemployed. Following these subgroups are those who are employed part time by someone else and homemakers (8 percent each). The total of retired, disabled and unemployed workers before and following the advent of the pandemic is 25 percent.

Chart 7
Work Status
 (weighted)



Mode of Travel and Travel Time

Chart 8 shows the modes of travel utilized by sample respondents for commuting to and from work or school. Approximately three fourths (77 percent) of the combined sample drive alone in their car. After driving alone, the respondents use carpooling (8 percent) followed by public bus (4 percent). Teleworkers represent 3 percent of the sample workforce.

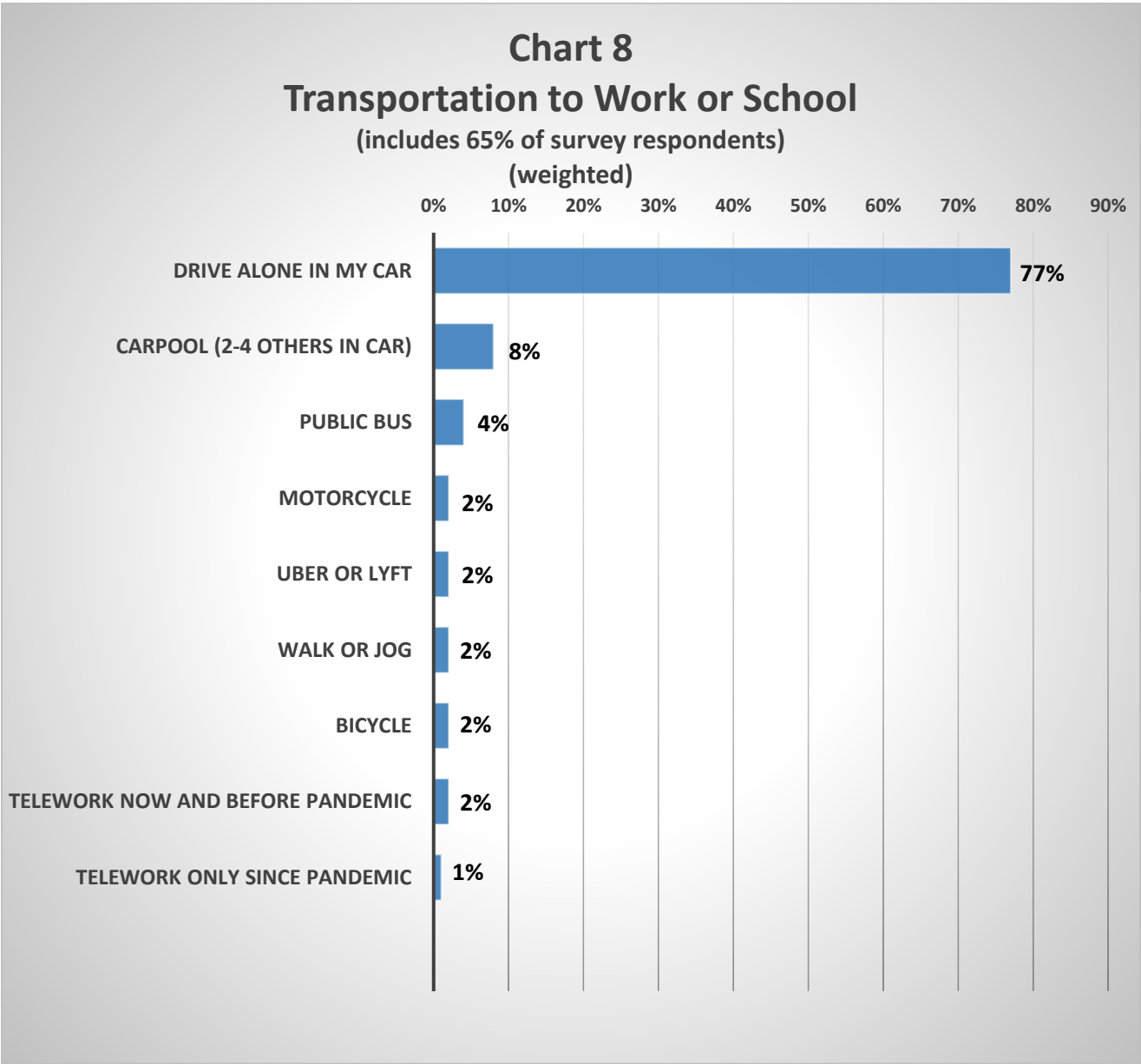


Chart 9 depicts the travel time to work or school among the survey respondents. Over four fifths (81 percent) of the sample respondents travel 30 minutes or less to work or school. Only 5 percent travel more than one hour to work or school. The median travel time for commuting to school or work is 20 minutes.

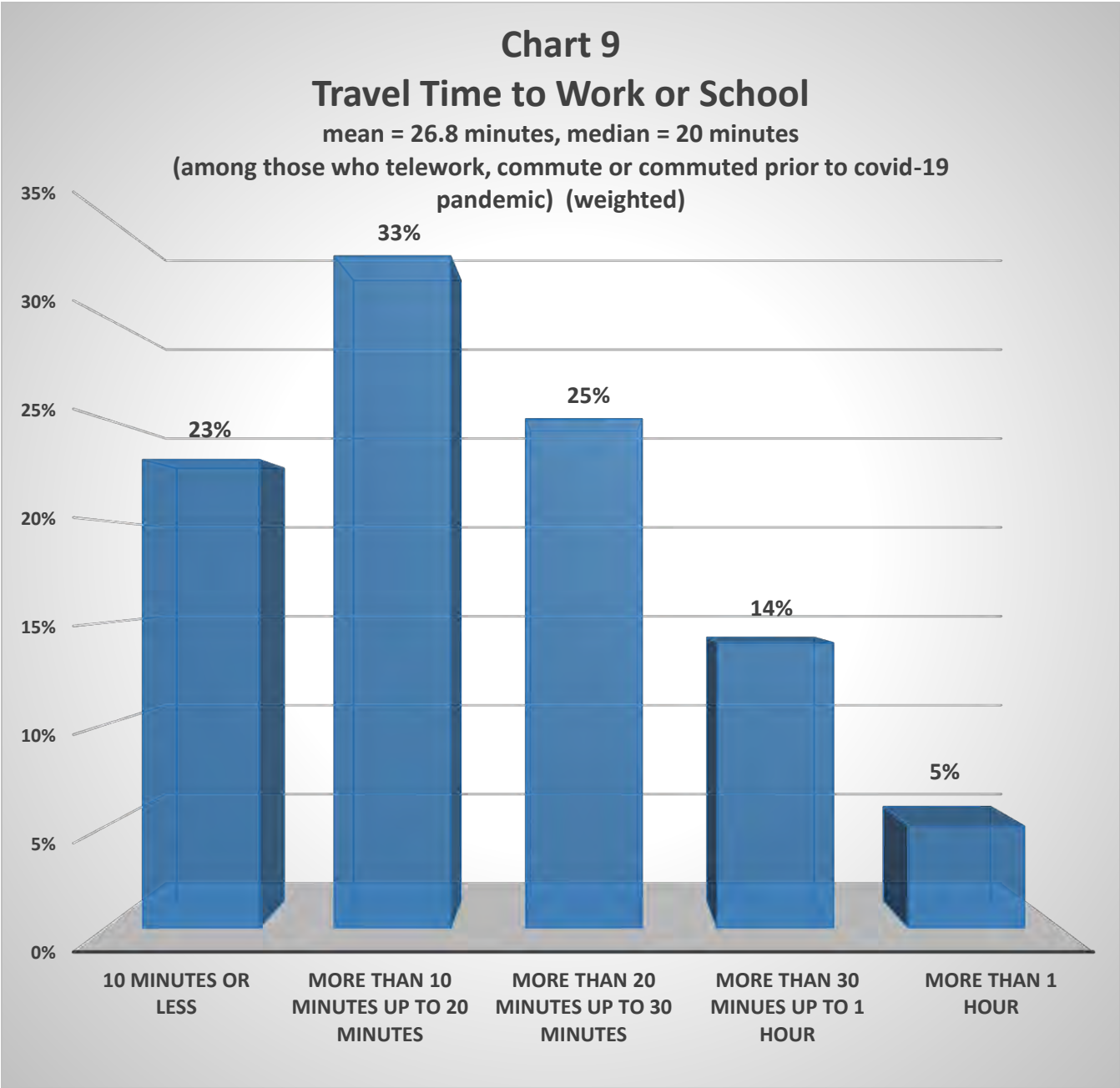


Chart 10 indicates the modes of travel utilized by sample respondents who are not working or attending school but rather they are traveling to frequent destinations that do not include work or school. Nearly seven in ten respondents (69 percent) drive alone in their car to visit their frequent destinations. Similar

to the pattern established in **Chart 8**, the second most prevalent mode of travel utilized by sample respondents to visit frequent destinations is carpooling (14 percent of respondents).

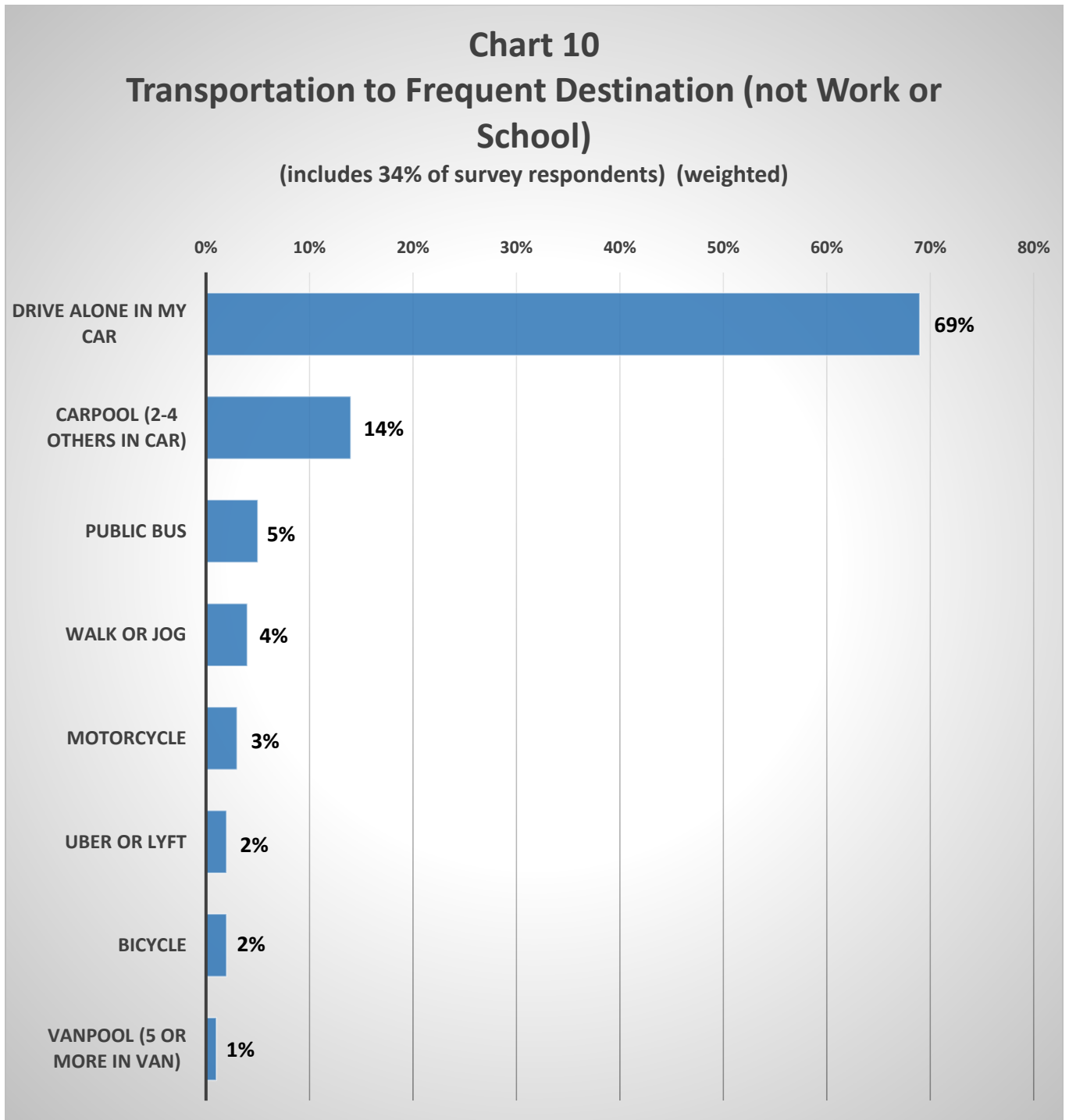
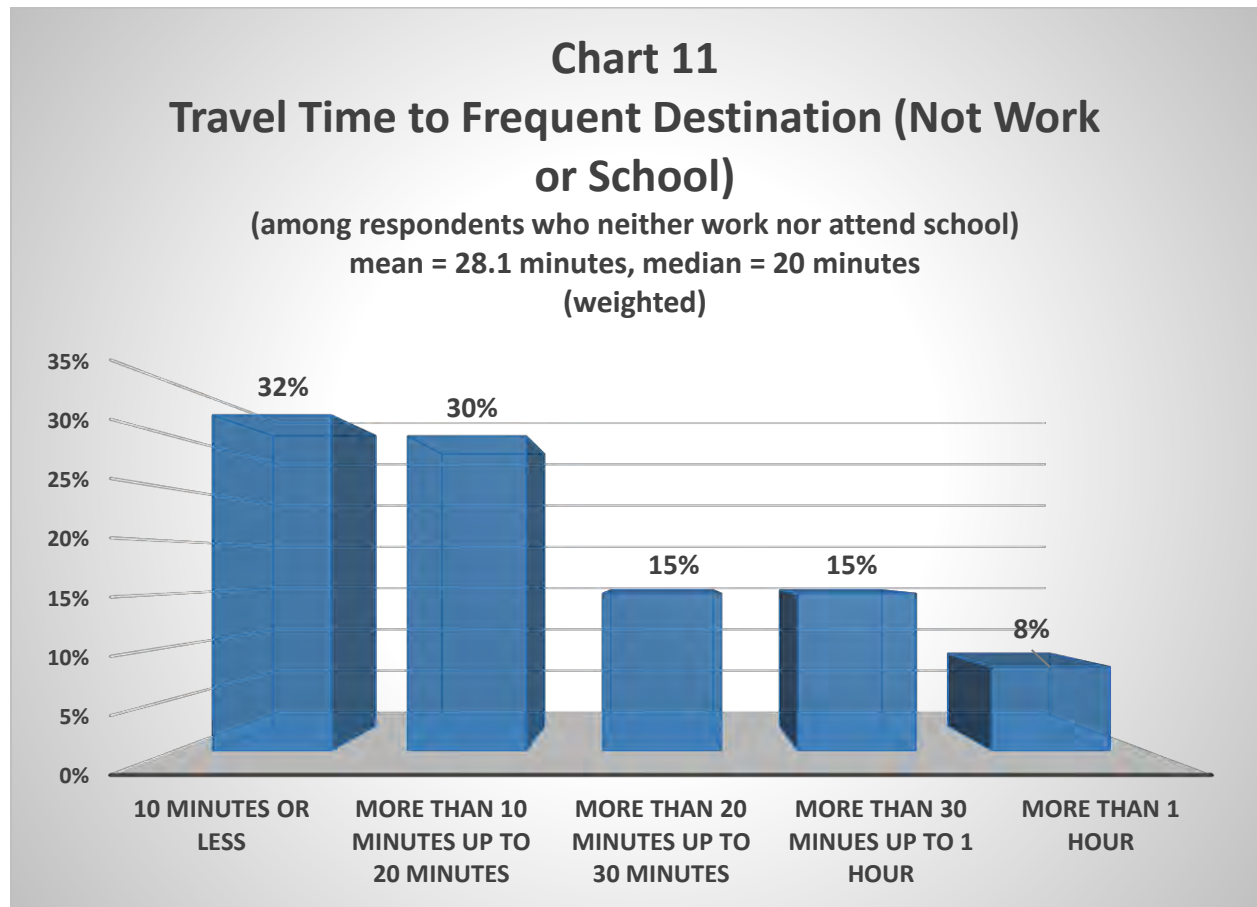


Chart 11 shows the travel time to frequent destinations (again for those not working or attending school). Approximately three-fifths (62 percent) travel 20 minutes or less to their frequent destinations (median travel time is 20 minutes, as it was for commuters). Nearly one fourth of respondents (23 percent) travel more than 30 minutes to their most frequently visited destinations.



Community Values

The core interest of this study has been to determine the most important community values and transportation funding priorities for Fresno County residents. Ten community values and nine transportation funding priorities were offered to respondents who were asked to rate the importance of each on a scale of 1-to-10, with 10 being very important and 1 being not at all important. It is noteworthy that all community values and transportation funding priorities are rated highly—all community values

above a mean rating in excess of 7 out of 10 and all but one transportation funding priorities in excess of 7 out of 10..

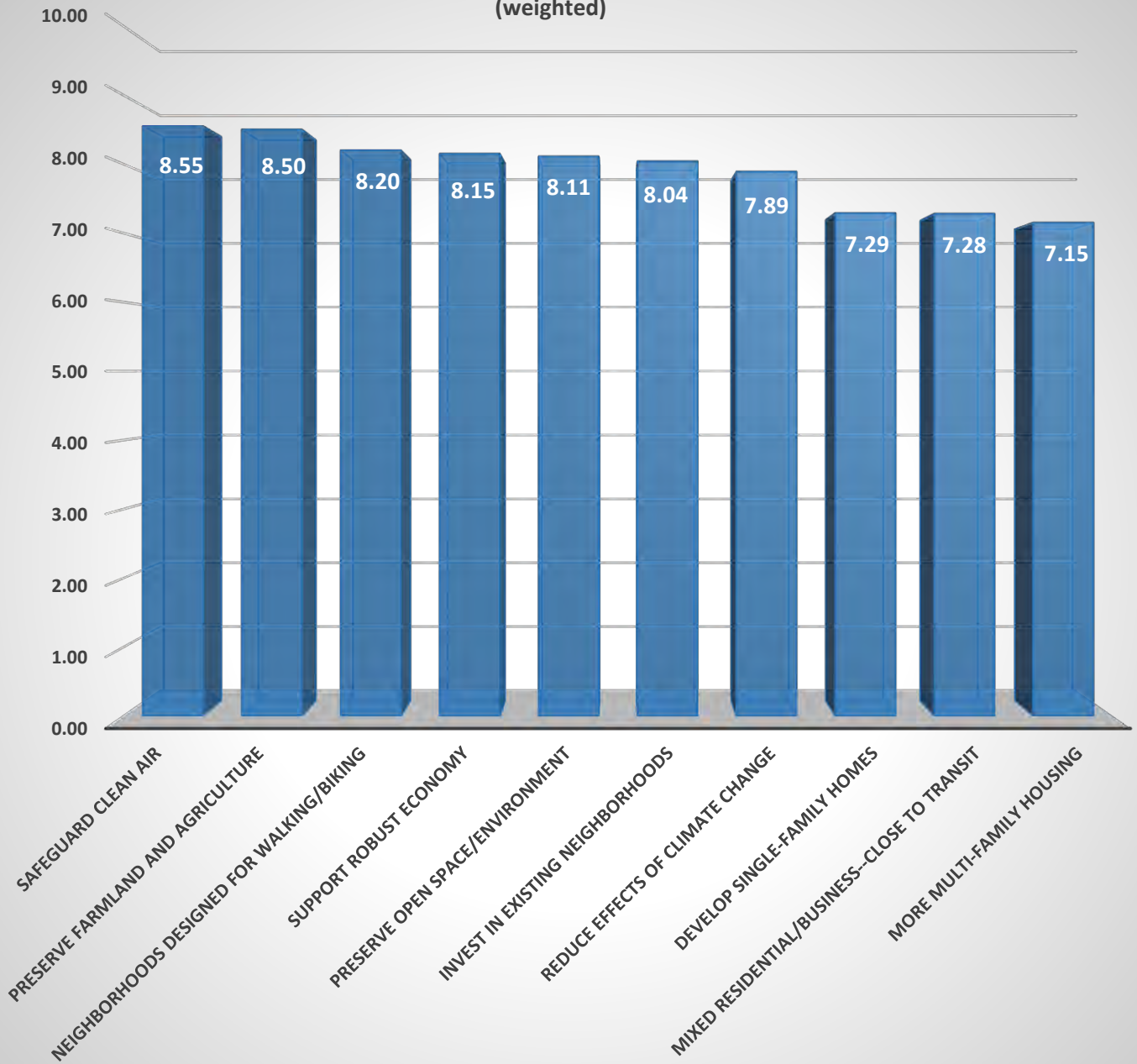
Chart 12 depicts the ratings of community values according to how respondents rated their relative importance. Mean ratings are presented in descending order from the highest mean rating to the lowest. Also, for each community value, the percentage of respondents rating each community value as 8, 9, or 10 is provided in the text box. Full frequency distributions and ratings from 1-to-10 are included in the Appendix.

Two values stand out as very highly rated: 1) safeguarding clean air (mean of 8.55) and 2) preserving farmland and agriculture (mean of 8.50)—79 percent and 77 percent ratings 8 or above, respectively.

A group of 5 values are grouped relatively close together: 3) designing neighborhoods for walking/biking (mean of 8.20), 4) support robust economy (mean 8.15), 5) preserving open space and the environment (mean of 8.11), 6) investing in existing neighborhoods (mean of 8.04), and 7) reducing effects of climate change (mean of 7.89). These values range between 68 and 70 percent rating 8 or above.

Lower rated, but still above average, are 8) developing single family homes (mean of 7.29), 9) mixed residential/business – close to transit (mean of 7.28), and 10) more multi-family housing (mean of 7.15), with 53-to-54 percent having ratings of 8 or above. It is noteworthy that these ratings are still above neutral and are, therefore, indicative of importance—albeit relatively lower than the first seven values.

Chart 12
Highly Rated Community Values
 scale: 1-to-10 ; 10 = very important...1 = not at all important
 (weighted)



Percentage of Values Rated 8 or Higher

Safeguard Clean Air = 79%
 Support Robust Economy = 70%
 Reduce Effects of Climate Change = 68%

Preserve Farmland and Agriculture = 77%
 Preserve Open Space/Environment = 70%
 Develop Single Family Homes = 53%

Neighborhoods Designed for Walking/Biking = 70%
 Invest in Existing Neighborhoods = 70%
 Mixed Residential/Business = 53%
 Multi-Family Housing = 54%

Table 1 portrays various subgroups within the sample population that are found to rate specific community values as being more important or less important than most other subgroups. For example, the African – American subgroup may associate Community Value X with a high level of importance (mean closer to 10) while the Hispanic subgroup may associate Community Value X with lesser importance (perhaps a mean of 6 or 7). **A Supplemental Appendix contains the mean ratings for every subgroup in the study.**

In this section, subgroups that are associated with higher or lower levels of importance for each community value are identified. In general terms, the following subgroups place a high level of importance on many of the Community Values in this study:

- Spanish language is language of survey preference
- 8th grade education or less
- Longer travel times
- Commute by public bus

More specifically,

Safeguard Clean Air: most important for those whose language survey preference is Spanish (9.7), and for those with an 8th grade education or less (9.5).

Preserve Farmland and Agriculture: most important for those whose language survey preference is Spanish (9.6) and for those with an 8th grade education or less (9.4).

Neighborhoods Designed for Walking/Biking: most important for those whose language survey preference is Spanish (9.2), who have an 8th grade education or less and who commute by public bus (9.1 each).

Support Robust Economy: most important for those whose dominant language in the home is Spanish.

Preserve Open Space/Environment: most important for those whose work/school travel time is more than 1 hour (9.1) and for students who are also employed (9.0) and for those whose language survey preference is Spanish (9.0).

Invest in Existing Neighborhoods: most important for those with an 8th grade education or less (8.9) and for those whose language survey preference is Spanish (8.7).

Reduce Effects of Climate Change: most important for those whose language survey preference is Spanish (9.3) and for those who commute by public bus (8.9).

Develop Single Family Homes: most important for those whose language survey preference is Spanish (8.8) and for those with an 8th grade education or less (8.8).

Mixed Residential/Business- Close to Transit: most important for those who commute by public bus (8.8) and for those whose dominant language of survey preference is Spanish (8.6).

More Multi-Family Housing: more important for those whose non-work/school travel time – more than 1 hour (9.1), Spanish language survey preference (9.1), and for those whose non-work/school travel is by public bus (8.9).

These community values are least important to the following subgroups:

Safeguard Clean Air: Bachelor's Degree (8.2)

Preserve Farmland and Agriculture: Students who are not employed (7.7)

Neighborhoods Designed for Walking/Biking: Motorcycle commuters (6.7)

Support Robust Economy: Motorcycle commuters (6.1)

Preserve Open Space/Environment: Some High School and Motorcycle commuters (7.3 each)

Invest in Existing Neighborhoods: Some High School (7.0)

Reduce Effects of Climate Change: 75 years of age and older (6.8)

Develop Single Family Homes: Work/School commute 10 minutes or less (6.3)

Mixed Residential/Business- Close to Transit: Whites and those earning \$75,000 or more annually (6.5 each)

More Multi-Family Housing: Earn \$150,000 annually (5.5)

Table 1		
Community Values—Combined Telephone and Online Surveys		
Community Values	More Important	Less Important
Safeguard Clean Air	<p>8th grade or less (9.5)</p> <p>Spanish language survey preference (9.7)</p>	Bachelor’s Degree (8.2)
Preserve Farmland and Agriculture	<p>8th grade or less (9.4)</p> <p>Spanish language survey preference (9.6)</p> <p>Spanish language dominant in home (9.3)</p> <p>Student employed (9.3)</p> <p>Non-work/school commute by carpool (9.1)</p> <p>Non-work/school travel time – 30 min to 1 hour (9.1)</p>	<p>Student not employed (7.7)</p> <p>Non-work/school travel time – more than 1 hour (8.0)</p> <p>Commute by Uber/Lyft (8.0) and by motorcycle (8.1)</p>
Neighborhoods Designed for Walking/Biking	<p>Less than 8th grade (9.1)</p> <p>Spanish language survey preference (9.2)</p> <p>Non-work/school travel by public bus (9.1)</p>	<p>Vocational School (7.9)</p> <p>White (7.8)</p> <p>Retired (7.8)</p> <p>Commute by motorcycle (6.7)</p> <p>Commute time work/school – 10 min or less (7.7)</p>
Support Robust Economy	<p>Spanish language dominant in home (9.3)</p>	<p>18-34 (7.6)</p> <p>Some high school (6.9)</p> <p>Commute by motorcycle (6.1)</p> <p>Under \$10,000 (7.1)</p>

Table 1 (continued) Community Values		
Preserve Open Space/Environment	Spanish language survey preference (9.0) Student employed (9.0) Commute time work/school – more than 1 hour (9.1)	Some high school (7.3) Self-employed (7.6) Commute by motorcycle (7.3)
Invest in Existing Neighborhoods	Spanish language survey preference (8.7) 8 th grade or less (8.9) Commute by Public Bus (8.5) Non-work/school travel by carpool (8.6) Commute time work/school – more than 1 hour (8.6)	Male (7.7) Some high school (7.0) Commute by Uber/Lyft and by motorcycle (7.5 each) Commute time work/school – 10 min or less (7.6)
Reduce Effects of Climate Change	Hispanic and African-American (8.5 each) Spanish language survey preference (9.3) Employed student (8.6) Commute by public bus (8.9) Non work/school travel time – more than 30 min (8.6)	75 and above (6.8) \$100,000 and above (7.2) White (7.0) Self-employed and retired (7.1 each)
Develop Single-Family Homes	8 th grade or less (8.8) Spanish language survey preference (8.8) Homemaker (8.6) Commute by carpool (8.6)	Bachelor's or more (6.9) White (6.7) Commute by motorcycle (6.7) Commute time work/school – 10 min or less (6.3) Student not employed (6.6)
Mixed Residential/Business--Close to Transit	\$10,000 and under \$20,000 (8.3) 8 th grade or less (8.4) Spanish language survey preference (8.6) Spanish language dominant in home (8.3) Student employed (8.3) Commute by public bus (8.8)	\$75,000 and above (6.5) 75 and older (6.8) Bachelors (6.8) White (6.5) Self-employed (6.6) Retired (6.7) Non work/school travel time – 10 minutes or less (6.9)

Table 1 (continued) Community Values		
More Multi-Family Housing	Some High School or less (8.8)	\$150,000 or more (5.5)
	Spanish language survey preference (9.1)	White (6.0)
	Spanish language dominant in home (8.8)	Self-employed (6.3)
	Non-work/school travel by public bus (8.9)	Retired (6.5)
	Non work/school travel time – more than 1 hour (9.1)	

Transportation Funding Priorities

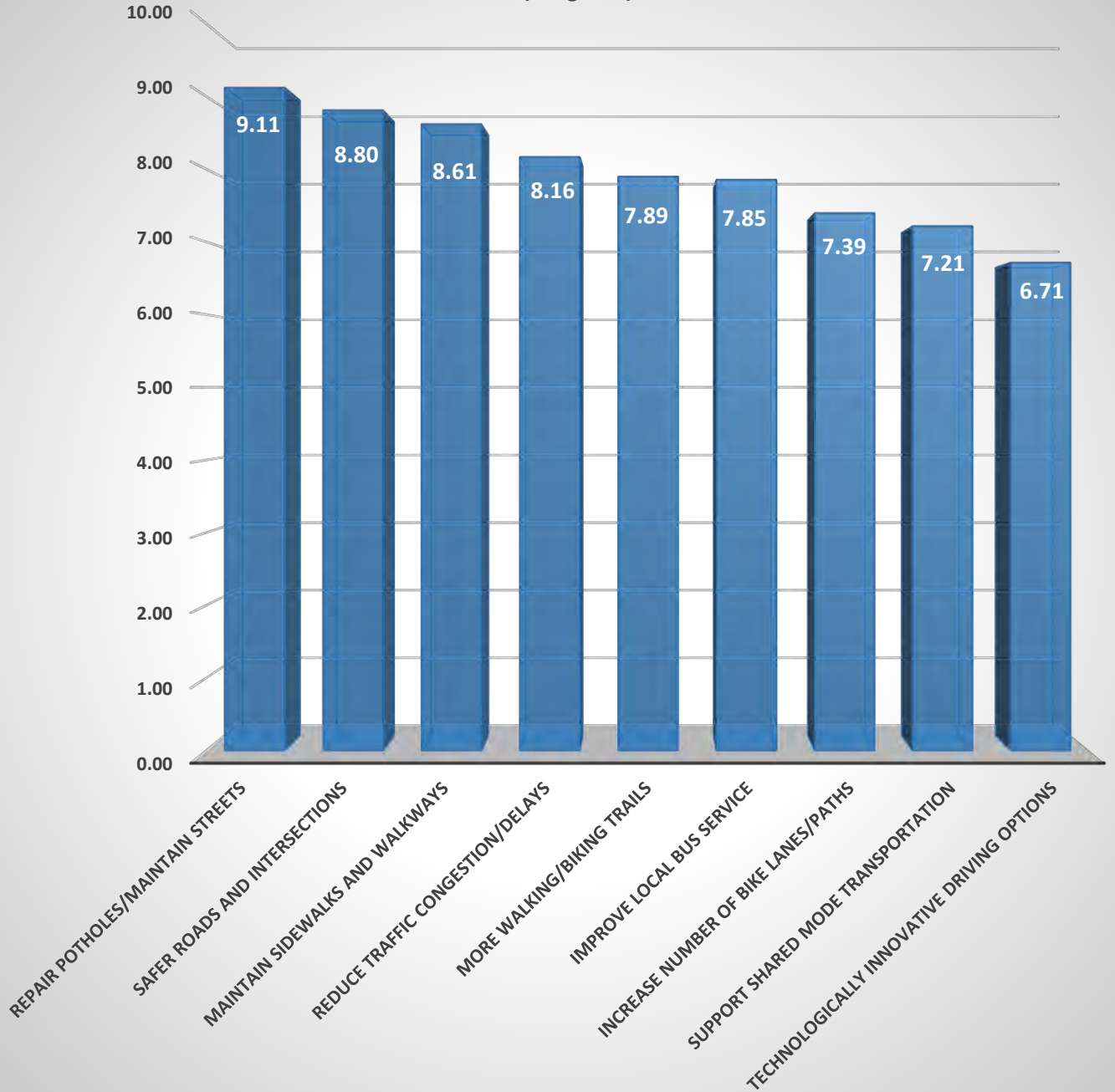
Chart 13 presents the ratings of transportation priorities according to their relative importance as rated by the sample respondents. As with community values, mean ratings are presented in descending order from the highest mean rating to the lowest. Also, for each transportation priority, the percentage of respondents rating each transportation priority as 8, 9, or 10 are provided in the text box. Full frequency distributions with ratings from 1-to-10 are included in the Appendix.

The three highest rated transportation priorities are as follows: 1) repairing potholes/maintain streets (mean of 9.11), 2) safer roads and intersections (mean of 8.80), and 3) maintaining sidewalks and walkways (mean of 8.61). These high ratings are supported by the high percentage of respondents that rated each transportation priority as 8, 9, or 10 (79-to-86 percent).

Another three priorities rate in the middle: 4) reducing traffic congestion/delays (mean of 8.16), 5) more walking biking trails (mean of 7.89), and improve local bus service (7.85) with ratings of 8 or better by 66-to72 percent.

Lower ratings are found for 7) increase number of bike lanes/paths (mean of 7.39), 8) support shared mode transportation (mean of 7.21), and 9) technologically innovative driving options (mean of 6.71), with percentages of 8 or better ratings by 49-to-56 percent.

Chart 13
Highly Rated Transportation Funding Priorities: Mean Importance
 scale: 1-to-10 ; 10 = very important...1 = not at all important
 (weighted)



Repair Potholes/Maintain Streets = 86%
 Reduce Traffic Congestion/Delays = 72%
 Increase Number of Bike Lanes/Paths = 56%

Percentage of Priorities Rated 8 or Higher
 Safer Roads and Intersections = 83%
 More Walking and Biking Trails = 65%
 More Shared Transportation Options = 52%

Maintain Sidewalks and Walkways = 79%
 Improve Local Bus Service = 66%
 More Tech. Innovative Driving Options = 49%

As is the case with community values, all priorities are rated above neutral, thus demonstrating that all are favored to some extent. What is particularly apparent in these rankings is the traditional, “bread and butter” priorities of maintaining basic infrastructure and facilitating traffic flow. It is noteworthy that the priority associated with technologically innovative driving options has a notably low rating (49 percent of respondents providing a rating of 8, 9, or 10).

Table 2 portrays the various subgroups within the sample population that are found to rate specific transportation funding priorities as being more important or less important than most other subgroups. In this section, selected subgroups associated with higher or lower levels of importance for each transportation priority are identified. **Once again, the full distribution of subgroup means is found in the Supplemental Appendix.**

In general terms, the following subgroups place a high level of importance on the various Transportation Priorities:

- Spanish language survey preference
- commute by carpool
- Homemakers
- non-work/school travel time more than one hour
- 8th grade education or less

Specifically,

Repair Potholes/Repair Streets: most important for those with an 8th grade education or less (9.8) and for those whose non-work/school travel time is 30 minutes-to-1 hour (9.7).

Safer Roads and Intersections: most important for those with an 8th grade education or less (9.6), for those whose non-work/school travel is by motorcycle (9.6), and for carpool commuters (9.5).

Maintain Sidewalks and Walkways: most important for those whose dominant language in the home is Spanish (9.5) and for homemakers (9.5).

Reduce Traffic Congestion/Delays: most important for those with an 8th grade education or less (8.9), for those who commute by carpool (8.8), and for African-Americans (8.7).

More Walking/Biking Trails: most important for those with an 8th grade education or less (9.3) and for those whose language of survey preference is Spanish (9.2).

Improve Local Bus Service: most important for those whose non-work/school travel time is more than 1 hour (9.5) and for Spanish preference and 8th grade or less education (9.3 each).

Increase Number of Bike Lanes/Paths: most important for those with an 8th grade education or less (8.9) and for those whose language survey preference is Spanish (8.9).

Support Shared Mode Transportation: most important for those who were employed but not now due to the coronavirus (9.3) and also for carpool commuters (9.0).

Technologically Innovative Driving Options: most important for those whose language survey preference is Spanish (8.6) and for those with an 8th grade education or less (8.5).

These transportation priorities are least important to the following subgroups:

Repair Potholes/Repair Streets: non-work/school travel time greater than 1 hour (8.3)

Safer Roads and Intersections: African Americans (8.0)

Maintain Sidewalks and Walkways: students who are also employed and motorcycle commuters (8.2 each)

Reduce Traffic Congestion/Delays: Asians (7.8)

More Walking/Biking Trails: motorcycle commuters (7.0)

Improve Local Bus Service: earn \$150,000 or more annually (6.2)

Increase Number of Bike Lanes/Paths: commute by Uber or Lyft (5.7)

Support Shared Mode Transportation: disabled and unable to work (6.4)

Technologically Innovative Driving Options: vocational school and those earning \$100,000 or more (5.7)

Table 2		
Transportation Funding Priorities—Combined Telephone and Online surveys		
Priorities	More Important	Less Important
Repair Potholes/Maintain Streets	8 th grade or less (9.8) African-American (9.3) Non-work/school travel time – more than 30 min but less than 1 hour (9.7)	Unemployed before and since start of virus (8.3) Non-work/school travel time – more than 1 hour (8.2)
Safer Roads and Intersections	8 th grade or less (9.6) Commute by carpool (9.5) Non work/school travel by motorcycle (9.6) Non work/school travel time – more than 30 min up to 1 hour (9.4)	Vocational School (7.8) Commute by Uber/Lyft (7.9) African-American (8.0)
Maintain Sidewalks and Walkways	Spanish language dominant in home (9.5) Homemaker (9.5) Commute by carpool (9.0)	Student employed (8.2) Commute by motorcycle (8.2)
Reduce Traffic Congestion/Delays	8 th grade or less (8.9) African-American (8.7) Commute by carpool (8.8)	Vocational school (7.9) Asian (7.8)
More Walking/Biking Trails	8 th grade or less (9.3) Spanish language survey preference (9.2) Spanish language dominant in home (8.8) Homemaker (8.9) Employed part time by someone else (8.8) Non-work/school travel time -- more than 1 hour (8.8)	Bachelor's Degree and Vocational School (7.5 each) White (7.3) Retired (7.1) Commute by motorcycle (7.0)

Table 2 (continued) Transportation Funding Priorities		
Improve Local Bus Service	<p>Under \$20,000 (9.0)</p> <p>8th grade or less (9.3)</p> <p>Spanish language survey preference (9.3)</p> <p>Commute by public bus (9.0)</p> <p>Non-work/school travel time – more than 1 hour (9.5)</p>	<p>Vocational school (7.2)</p> <p>\$150,000 or more (6.2)</p> <p>White (7.0)</p> <p>Self-employed (7.1)</p>
Increase Number of Bike Lanes/Paths	<p>8th grade or less (8.9)</p> <p>Spanish language survey preference (8.9)</p> <p>Spanish dominant language in home (8.5)</p> <p>Homemaker (8.5)</p>	<p>Vocational school (7.0)</p> <p>White (6.9)</p> <p>Retired (6.7)</p> <p>Commute by Uber/Lyft (5.7)</p>
Support Shared Mode Transportation	<p>8th grade or less (8.7)</p> <p>Spanish language survey preference (8.6)</p> <p>Individuals who were employed but not now due to virus (9.3)</p> <p>Commute by carpool (9.0)</p>	<p>75 and above (6.8)</p> <p>\$100,000 and under \$150,000 (6.5)</p> <p>Vocational school (6.8)</p> <p>Disabled and unable to work (6.4)</p>
Technologically Innovative Driving Options	<p>8th grade or less (8.5)</p> <p>Spanish language survey preference (8.6)</p> <p>Spanish language dominant in home (8.2)</p>	<p>75 and above (6.2)</p> <p>Some high school (6.0)</p> <p>Vocational School (5.7)</p> <p>White (5.9)</p> <p>\$100,000 to under \$150,000 (5.7)</p> <p>Non work/school travel time – 10 and under 20 min (6.1)</p> <p>Commute by Uber/Lyft (5.9)</p> <p>Homemaker (5.9)</p>

APPENDIX

1. Questionnaire
2. Weighted Frequencies and Overall Means
3. Subgroup Means and Crosstabulations (separate document)

FRESNO COG SURVEY

Hello, my name is _____. I'm calling from Rea & Parker Research. We're conducting a survey on behalf of the Fresno Council of Governments. The data collected from the survey will inform the Regional Transportation Plan that looks 25 years into the future. The Plan will guide how and where people will locate and travel by identifying County residents' present and future transportation and land use preferences and needs.

This interview will take approximately 10 minutes. Your responses are completely confidential, and all results will be compiled in summarized form only.

Could you take a few minutes right now to help us out with your opinions?

IF TOLD "NO TIME":

Could I schedule a more convenient time?

"Leave Message Early Calls":

This is... calling from _____. It's..(DATE and TIME). We're conducting a survey on behalf of the Fresno Council of Governments. We'll try again another time. Thank you.

"Leave Message Later Calls":

This is...calling from _____. We've been trying to reach you for a few days regarding a survey on behalf of the Fresno Council of Governments. Could you please call us at _____ and leave a message with the best times to reach you? Thank you

IF ASKED FOR A CONTACT NAME:

Please call Richard Parker, Rea & Parker Research 858-279-5070.

GENDER: BY OBSERVATION OR NAME OF CUSTOMER

1. _____ MALE
2. _____ FEMALE
3. _____ CANNOT DETERMINE

COUNTY:

Could you please tell me if you are a resident of any city or other location in Fresno County?

1. _____ YES (GO TO CITY)
2. _____ NO, (THANK AND TERMINATE)

CITY:

Are you a resident of the City of Fresno or the City of Clovis?

1. _____ YES, I live in Fresno
2. _____ YES, I live in Clovis, or
3. _____ NO. I do not live in the City of Fresno or in the City of Clovis

Q1a-j. We would like to ask you to tell us how important certain community values are to you. Please rate the following on a scale of 1-to-10, where 10 is for a community value that is very important to you and 1 is an issue that is not at all important to you.

Values (TELEPHONE: SWITCH THE FIRST FIVE with THE SECOND FIVE— Also rotate within each group of 5—RETAIN LETTERING AS INDICATED)	10	9	8	7	6	5	4	3	2	1
k. Neighborhoods should be designed for walking and bicycling										
l. There should be more multi-family housing made available										
m. Continue developing communities that are predominantly single-family homes										
n. Provide more mixed residential and business-related projects that are within walking distance of transit stops										
o. Preserve farmland and agricultural activities										
p. Preserve open space and environmentally sensitive areas										
q. Support a robust economy										
r. Safeguard clean air										
s. Reduce the effects of climate change										
t. Invest in existing neighborhoods										

Q2a-i. We would now like to ask you to tell us how important is to provide public funding for the following transportation issues. Please rate the following funding priorities on a scale of 1-to-10, where 10 is for a transportation issue that is very important to fund and 1 is an issue that is not at all important to fund.

Funding Priorities (TELEPHONE: SWITCH AROUND THREE GROUPS OF QUESTIONS (a-d, e-f, and g-i) ROTATE a through d, e and f, and g through i— RETAIN LETTERING AS INDICATED)	10	9	8	7	6	5	4	3	2	1
j. Repair potholes and maintain streets and roads										
k. Reduce traffic congestion and traffic delays										
l. Make roads and intersections safer										
m. Support more technologically innovative driving options (for example, more electric charging stations or self-driving vehicles)										
n. Improve local bus service (FAX, Fresno County Rural, and Clovis Transit)										
o. Support more shared mode transportation options (for example, carpools, vanpools, or on demand services like Uber)										
p. Maintain pedestrian sidewalks and walkways										
q. Provide more walking and biking trails										
r. Increase the number of bike lanes and bike paths										

Q3a-b. What is your present work status? Please stop me when I mention your work status.

1. ___ I was employed full-time or part-time but am now not working because of the Coronavirus/Covid-19 ---GO TO Q4

I am

2. ___ employed full-time **by** someone else—not self-employed ---GO TO Q4
3. ___ employed part-time by someone else---GO TO Q4
4. ___ self-employed---GO TO Q4
5. ___ a student and am employed---GO TO Q4
6. ___ a student and not employed---GO TO Q4
7. ___ a homemaker—GO TO Q6
8. ___ retired—GO TO Q6
9. ___ disabled and unable to work—GO TO Q6
10. ___ unemployed before and since the start of Coronavirus/Covid-19—GO TO Q6
11. ___ other _____
Q3b. please specify _____ GO TO Q6
12. ___ DK/REFUSED—DO NOT READ—GO TO Q6

Q4a-b. What is or was your primary method of commuting to work or school? Again, stop me when I mention your commute method.

1. ___ Drive alone in my car
2. ___ Motorcycle
3. ___ Uber or Lyft
4. ___ Carpool (2-4 others in car)
5. ___ Vanpool (5 or more people in a van)
6. ___ Public bus
7. ___ Bicycle
8. ___ Telework now and before Coronavirus/Covid-19--GO TO ETHNICITY
9. ___ Telework since Coronavirus only/Covid-19
10. ___ Walk or Jog
11. ___ Other
Q4b. ___ other please specify _____
12. ___ DK/REFUSED—DO NOT READ

Q5a-b. How long in hours and minutes does it or did it usually take you to get to work or school?

- 5a. _____ hours
- 5b. _____ minutes
0. _____ I TELEWORK (Enter in 5a and 5b)
999. _____ DK/REFUSE--DO NOT READ (Enter in 5a and 5b)

GO TO ETHNICITY

Q6a-b. What is your primary method of traveling to the places you go to most often? Again, stop me when I mention your commute method.

1. ___ Drive alone in my car
2. ___ Motorcycle
3. ___ Uber or Lyft
4. ___ Carpool (2-4 others in car)
5. ___ Vanpool (5 or more people in a van)
6. ___ Public bus
7. ___ Bicycle
8. ___ Walk or Jog
9. ___ Other
Q6b.other please specify _____
10. ___ DK/REFUSED—DO NOT READ

Q7a-b. How long does it usually take you to get to your most frequent destination?

- 7a. _____ hours
7b. _____ minutes
999 ___ DK/REFUSED—DO NOT READ—Enter for both 7a and 7b

DEMOGRAPHICS

To ensure that we are talking to a wide variety of Fresno County residents, we would like to ask you a few more questions. Again, your responses are **completely confidential and will be compiled in summary form only. First, ...**

ETHNICITY a-b. Which of the following most closely describes your ethnic background?

1. ___ Hispanic
2. ___ White/Caucasian
3. ___ African American/Black
4. ___ Asian/Southeast Asian
ETHNICITY b. please specify national origin or Asian ethnic group _____
5. ___ American Indian
6. ___ Pacific Islander
7. ___ Middle Easterner
8. ___ Mixed Ethnicities
ETHNICITY b. mixed please specify _____

9. Other
ETHNICITY b. other please specify _____
10. DK/REFUSED—DO NOT READ

LANGUAGE a-b. What is the primary language spoken in your home?

1. English
2. Spanish or Spanish Creole
3. Hmong
4. Laotian
5. Other Indic (Indo-Aryan) languages (for example, Hindi, Bengali or Punjabi)
6. Mon-Khmer, Cambodian
7. Chinese
8. Arabic
9. Vietnamese
10. Armenian
11. Tagalog
12. Other,

LANGUAGE b. other please specify _____

13. DK/REFUSED—DO NOT READ

EDUC. What is the last grade in school you have completed?

1. Less than 8th Grade Education
2. Some High School
3. High School Graduate
4. Vocational/Technical School
5. College Graduate
6. Graduate School Degree
7. DK/REFUSED—DO NOT READ

AGE. Which of the following age categories best describes your current age?

1. Under 18 years old
2. 18 to 34 years old
3. 35 to 54 years old
4. 55 to 74 years old
5. 75 years old or more
6. DK/REFUSED—DO NOT READ

INCOME. Which of the following categories best describes your total household income in 2019, before taxes?

1. ____ Less than \$10,000 per year
2. ____ \$10,000 to \$19,999 per year
3. ____ \$20,000 to \$29,999 per year
4. ____ \$30,000 to \$44,999 per year
5. ____ \$45,000 to \$59,999 per year
6. ____ \$60,000 to \$74,999 per year
7. ____ \$75,000 to \$99,999 per year

8. ____ \$100,000 to \$149,999 per year
9. ____ \$150,000 or more
10. ____ DK/REFUSED—DO NOT READ

The Fresno Council of Governments thanks you for your help in providing this very important and much appreciated information.

Weighted Frequencies

Which of the following age categories best describes your current age?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	18 to 34 years old	330	34.8	35.1	35.1
	35 to 54 years old	335	35.3	35.7	70.8
	55 to 74 years old	217	22.8	23.1	93.9
	75 years old or more	58	6.1	6.1	100.0
	Total	940	98.9	100.0	
Missing	DK/REFUSED	10	1.1		
Total		950	100.0		

Are you a resident of the City of Fresno or the City of Clovis?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	YES, I live in Fresno	501	52.8	52.8	52.8
	YES, I live in Clovis, or	115	12.1	12.1	64.9
	NO. I do not live in the City of Fresno nor in the City of Clovis	334	35.1	35.1	100.0
	Total	950	100.0	100.0	

Which of the following most closely describes your ethnic background?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Hispanic	470	49.5	50.7	50.7
	White/Caucasian	286	30.2	30.9	81.6
	African American/Black	45	4.7	4.8	86.4
	Asian/Southeast Asian	99	10.5	10.7	97.2
	American Indian	7	.7	.7	97.9
	Pacific Islander	1	.1	.1	98.0
	Middle Easterner	1	.1	.1	98.2
	Mixed Ethnicities	15	1.5	1.6	99.7
	Other	3	.3	.3	100.0
	Total	928	97.7	100.0	
Missing	DK/REFUSED	22	2.3		
Total		950	100.0		

Which of the following most closely describes your ethnic background? - please specify national origin or Asian ethnic group

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid	861	90.7	90.7	90.7
Cambodian	2	.2	.2	90.9
Chinese	20	2.1	2.1	93.0
Filipino	11	1.1	1.1	94.2
Hmong	7	.8	.8	95.0
Indian	15	1.6	1.6	96.6
Japanese	17	1.8	1.8	98.4
Laotian	4	.4	.4	98.8
Mix	1	.1	.1	98.9
Pakistani and Cambodian mix	3	.3	.3	99.2
Sikh	8	.8	.8	100.0
Total	950	100.0	100.0	

Which of the following most closely describes your ethnic background? - mixed please specify

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid	937	98.7	98.7	98.7
African American and Indian	0	.0	.0	98.7
African-American, Caucasian	0	.1	.1	98.8
African, Middle Eastern, Caucasian	0	.0	.0	98.8
American Indian and Polish	0	.0	.0	98.8
American, Middle Eastern, Israel	0	.1	.1	98.9
Black and Indian	0	.0	.0	98.9
Black white	0	.0	.0	98.9
Black/Native American	0	.0	.0	99.0
Chinese and White	0	.0	.0	99.0
English, French, African, American Indian, Swedish,	0	.0	.0	99.0
Ethiopian and Creole	0	.0	.0	99.1
Hawaiian and Caucasian	1	.1	.1	99.1

Hispanic and Caucasian	1	.1	.1	99.2
Hispanic/White	0	.0	.0	99.2
Indian, Mexican, German, Japanese	0	.0	.0	99.3
Indian/German/Scottish/Irish/Blac k Dutch/American	0	.0	.0	99.3
Mexican and Caucasian	1	.1	.1	99.3
Mexican and White	0	.0	.0	99.4
Mexican,Caucasian,Asian	0	.0	.0	99.4
Mexicano, Japonese, Nativo Americano,	0	.1	.1	99.5
multiracial	0	.0	.0	99.5
Native American/Caucasian	1	.1	.1	99.6
Non-white European	0	.0	.0	99.6
Norwegian, Welsh, Irish, Cherokee, Spanish, Greek, and German	0	.0	.0	99.7
Portuguese/white/African American	1	.1	.1	99.7
spanish mexican german	0	.0	.0	99.8
Spanish, English, Scottish, English, Norwegian, Canadian, Welsh	0	.0	.0	99.8
Spanish/Lebanese/Irish	0	.0	.0	99.8
White and Korean	0	.0	.0	99.9
White and Mexican	1	.1	.1	99.9
White with Other	1	.1	.1	100.0
White/Asian	0	.0	.0	100.0
Total	950	100.0	100.0	

**Which of the following most closely describes your ethnic background? -
other please specify**

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid	948	99.9	99.9	99.9
American	1	.1	.1	99.9
Armenian	0	.0	.0	99.9
Croatian	0	.0	.0	99.9
Other	0	.1	.1	100.0
Total	950	100.0	100.0	

**Which of the following categories best describes your total household income in 2019,
before taxes?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Less than \$10,000 per year	71	7.5	8.2	8.2
	\$10,000 to \$19,999 per year	99	10.4	11.4	19.6
	\$20,000 to \$29,999 per year	140	14.7	16.1	35.7
	\$30,000 to \$44,999 per year	129	13.6	14.9	50.6
	\$45,000 to \$59,999 per year	96	10.1	11.1	61.7
	\$60,000 to \$74,999 per year	83	8.7	9.6	71.3
	\$75,000 to \$99,999 per year	82	8.6	9.4	80.7
	\$100,000 to \$149,999 per year	102	10.7	11.8	92.4
	\$150,000 or more	66	6.9	7.6	100.0
	Total	867	91.3	100.0	
Missing	DK/REFUSED	83	8.7		
Total		950	100.0		

What is the highest level of education that you have completed?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	8th grade or less	62	6.5	6.6	6.6
	Some High School	35	3.7	3.8	10.4
	High School Graduate	174	18.3	18.6	29.0
	Vocational/Technical School	50	5.3	5.4	34.4
	Some College or Community College	262	27.6	28.1	62.5
	Bachelor's Degree	228	24.0	24.4	86.9
	Graduate School Degree	122	12.8	13.1	100.0
	Total	933	98.3	100.0	
Missing	DK/REFUSED	16	1.7		
Total		950	100.0		

GENDER

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	MALE	361	38.0	38.4	38.4
	FEMALE	579	61.0	61.6	100.0
	Total	940	99.0	100.0	
Missing	CANNOT DETERMINE	6	.7		
	DECLINES TO STATE	3	.3		
	Total	9	1.0		
Total		950	100.0		

What is the primary language spoken in your home?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	English	704	74.2	74.8	74.8
	Spanish or Spanish Creole	200	21.1	21.3	96.1
	Hmong	5	.5	.5	96.6
	Other Indic (Indo-Aryan) languages (for example, Hindi, Bengali or Punjabi)	16	1.7	1.7	98.3
	Mon-Khmer, Cambodian	0	.0	.0	98.4
	Chinese	2	.3	.3	98.6
	Vietnamese	1	.1	.1	98.7
	Armenian	3	.3	.3	99.0
	Tagalog	4	.4	.4	99.4
	Other	5	.6	.6	100.0
	Total	941	99.1	100.0	
Missing	DK/REFUSED	9	.9		
Total		950	100.0		

What is the primary language spoken in your home? - other please specify

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		944	99.4	99.4	99.4
	Japanese	2	.2	.2	99.6
	Lithuanian	1	.1	.1	99.7
	Russian	3	.3	.3	100.0
	Total	950	100.0	100.0	

What is your present work status?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	I was employed full-time or part-time but am now not working because of the Coronavirus/Covid-19	120	12.7	12.8	12.8
	I am employed full-time by someone else—not self-employed	284	29.9	30.2	43.0
	I am employed part-time by someone else	75	7.8	7.9	50.9
	I am self-employed	68	7.2	7.2	58.1
	I am a student and am employed	33	3.5	3.5	61.7
	I am a student and not employed	49	5.1	5.2	66.8
	I am a homemaker	73	7.7	7.7	74.6
	I am retired	143	15.0	15.2	89.8
	I am disabled and unable to work	47	5.0	5.0	94.8
	I am unemployed before and since the start of Coronavirus/Covid-19	48	5.1	5.2	99.9
	Other	0	.1	.1	100.0
	Total	941	99.1	100.0	
Missing	DK/REFUSED	9	.9		
Total		950	100.0		

Mean Ratings

	N	Mean
Value: Safeguard clean air	950	8.55
Value: Reduce the effects of climate change	950	7.89
Value: Support a robust economy	950	8.15
Value: Invest in existing neighborhoods	950	8.04
Value: Preserve farmland and agricultural activities	950	8.50
Value: Provide more mixed residential and business-related projects that are within walking distance of transit stops	950	7.28
Value: There should be more multi-family housing made available	950	7.15
Value: Preserve open space and environmentally sensitive areas	950	8.11
Value: Continue developing communities that are predominantly single-family homes	950	7.29
Value: Neighborhoods should be designed for walking and bicycling	950	8.20
Priority: Increase the number of bike lanes and bike paths	950	7.39
Priority: Improve local bus service (FAX, Fresno County Rural, and Clovis Transit)	950	7.85
Priority: Repair potholes and maintain streets and roads	950	9.11
Priority: Make roads and intersections safer	950	8.80

Priority: Support more shared mode transportation options (for example, carpools, vanpools, or on demand services like Uber)	950	7.21
Priority: Maintain pedestrian sidewalks and walkways	950	8.61
Priority: Support more technologically innovative driving options (for example, more electric charging stations or self-driving vehicles)	950	6.71
Priority: Reduce traffic congestion and traffic delays	950	8.16
Priority: Provide more walking and biking trails	950	7.89
Valid N (listwise)	950	

Value: Safeguard clean air

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1= Not at all important	11	1.2	1.2	1.2
	2	12	1.2	1.2	2.4
	3	15	1.6	1.6	4.0
	4	24	2.5	2.5	6.5
	5	59	6.2	6.2	12.7
	6	30	3.2	3.2	15.8
	7	51	5.4	5.4	21.2
	8	125	13.2	13.2	34.4
	9	118	12.4	12.4	46.9
	10 = Very Important	505	53.1	53.1	100.0
	Total	950	100.0	100.0	

Value: Reduce the effects of climate change

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1= Not at all important	53	5.6	5.6	5.6
	2	23	2.4	2.4	8.0
	3	25	2.6	2.6	10.5
	4	25	2.7	2.7	13.2
	5	63	6.7	6.7	19.9
	6	41	4.3	4.3	24.2
	7	75	7.9	7.9	32.1
	8	111	11.7	11.7	43.8
	9	95	10.0	10.0	53.7
	10 = Very Important	439	46.3	46.3	100.0
	Total	950	100.0	100.0	

Value: Support a robust economy

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1= Not at all important	14	1.4	1.4	1.4
	2	13	1.3	1.3	2.8
	3	13	1.4	1.4	4.2
	4	20	2.1	2.1	6.3
	5	80	8.4	8.4	14.7
	6	57	6.0	6.0	20.7
	7	89	9.3	9.3	30.0
	8	152	16.0	16.0	46.0
	9	125	13.2	13.2	59.2
	10 = Very Important	388	40.8	40.8	100.0
	Total	950	100.0	100.0	

Value: Invest in existing neighborhoods

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1= Not at all important	24	2.5	2.5	2.5
	2	6	.6	.6	3.1
	3	22	2.3	2.3	5.5
	4	17	1.8	1.8	7.3
	5	81	8.6	8.6	15.8
	6	44	4.6	4.6	20.5
	7	90	9.5	9.5	30.0
	8	180	18.9	18.9	48.9
	9	127	13.3	13.3	62.2
	10 = Very Important	359	37.8	37.8	100.0
	Total	950	100.0	100.0	

Value: Preserve farmland and agricultural activities

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1= Not at all important	16	1.7	1.7	1.7
	2	4	.4	.4	2.1
	3	12	1.3	1.3	3.4
	4	12	1.3	1.3	4.7
	5	37	3.9	3.9	8.6
	6	56	5.9	5.9	14.4
	7	82	8.6	8.6	23.1
	8	161	17.0	17.0	40.0
	9	117	12.4	12.4	52.4
	10 = Very Important	452	47.6	47.6	100.0
	Total	950	100.0	100.0	

Value: Provide more mixed residential and business-related projects that are within walking distance of transit stops

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1= Not at all important	41	4.4	4.4	4.4
	2	26	2.7	2.7	7.1
	3	26	2.7	2.7	9.8
	4	27	2.9	2.9	12.7
	5	105	11.0	11.0	23.7
	6	68	7.1	7.1	30.8
	7	154	16.2	16.2	47.0
	8	146	15.3	15.3	62.4
	9	108	11.4	11.4	73.7
	10 = Very Important	250	26.3	26.3	100.0
	Total	950	100.0	100.0	

Value: There should be more multi-family housing made available

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1= Not at all important	52	5.4	5.4	5.4
	2	36	3.7	3.7	9.2
	3	33	3.5	3.5	12.7
	4	31	3.3	3.3	15.9
	5	126	13.2	13.2	29.2
	6	56	5.9	5.9	35.0
	7	107	11.3	11.3	46.3
	8	146	15.4	15.4	61.7
	9	79	8.3	8.3	70.0
	10 = Very Important	285	30.0	30.0	100.0
	Total	950	100.0	100.0	

Value: Preserve open space and environmentally sensitive areas

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1= Not at all important	18	1.9	1.9	1.9
	2	14	1.5	1.5	3.4
	3	14	1.5	1.5	4.9
	4	22	2.4	2.4	7.3
	5	74	7.8	7.8	15.0
	6	51	5.4	5.4	20.4
	7	88	9.2	9.2	29.7
	8	164	17.3	17.3	47.0
	9	115	12.1	12.1	59.1
	10 = Very Important	388	40.9	40.9	100.0
	Total	950	100.0	100.0	

Value: Continue developing communities that are predominantly single-family homes

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1= Not at all important	35	3.7	3.7	3.7
	2	15	1.6	1.6	5.2
	3	25	2.7	2.7	7.9
	4	26	2.7	2.7	10.7
	5	132	13.9	13.9	24.6
	6	79	8.4	8.4	32.9
	7	133	14.0	14.0	46.9
	8	163	17.2	17.2	64.1
	9	103	10.9	10.9	75.0
	10 = Very Important	238	25.0	25.0	100.0
	Total	950	100.0	100.0	

Value: Neighborhoods should be designed for walking and bicycling

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1= Not at all important	20	2.1	2.1	2.1
	2	4	.4	.4	2.6
	3	26	2.8	2.8	5.3
	4	19	2.0	2.0	7.4
	5	43	4.6	4.6	11.9
	6	49	5.2	5.2	17.1
	7	115	12.1	12.1	29.3
	8	170	17.9	17.9	47.1
	9	95	10.0	10.0	57.1
	10 = Very Important	408	42.9	42.9	100.0
	Total	950	100.0	100.0	

Priority: Increase the number of bike lanes and bike paths

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1= Not at all important	41	4.3	4.3	4.3
	2	19	2.0	2.0	6.3
	3	31	3.3	3.3	9.6
	4	27	2.8	2.8	12.4
	5	71	7.5	7.5	19.9
	6	91	9.6	9.6	29.5
	7	140	14.8	14.8	44.2
	8	166	17.5	17.5	61.7
	9	106	11.1	11.1	72.9
	10 = Very Important	258	27.1	27.1	100.0
	Total	950	100.0	100.0	

Priority: Improve local bus service (FAX, Fresno County Rural, and Clovis Transit)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1= Not at all important	26	2.8	2.8	2.8
	2	16	1.7	1.7	4.5
	3	15	1.6	1.6	6.1
	4	22	2.3	2.3	8.4
	5	84	8.9	8.9	17.3
	6	68	7.1	7.1	24.4
	7	93	9.8	9.8	34.2
	8	181	19.0	19.0	53.2
	9	107	11.3	11.3	64.5
	10 = Very Important	337	35.5	35.5	100.0
	Total	950	100.0	100.0	

Priority: Repair potholes and maintain streets and roads

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1= Not at all important	6	.6	.6	.6
	2	2	.2	.2	.8
	3	2	.2	.2	1.0
	4	7	.8	.8	1.8
	5	15	1.6	1.6	3.4
	6	21	2.2	2.2	5.6
	7	78	8.3	8.3	13.8
	8	111	11.7	11.7	25.5
	9	102	10.8	10.8	36.3
	10 = Very Important	605	63.7	63.7	100.0
	Total	950	100.0	100.0	

Priority: Make roads and intersections safer

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1= Not at all important	5	.5	.5	.5
	2	3	.3	.3	.9
	3	6	.7	.7	1.6
	4	17	1.8	1.8	3.4
	5	41	4.3	4.3	7.7
	6	31	3.3	3.3	10.9
	7	57	6.0	6.0	16.9
	8	147	15.5	15.5	32.4
	9	124	13.0	13.0	45.4
	10 = Very Important	518	54.6	54.6	100.0
	Total	950	100.0	100.0	

Priority: Support more shared mode transportation options (for example, carpools, vanpools, or on demand services like Uber)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1= Not at all important	27	2.8	2.8	2.8
	2	23	2.5	2.5	5.3
	3	21	2.2	2.2	7.5
	4	36	3.7	3.7	11.2
	5	128	13.5	13.5	24.7
	6	88	9.3	9.3	34.0
	7	129	13.6	13.6	47.6
	8	190	20.0	20.0	67.6
	9	103	10.8	10.8	78.4
	10 = Very Important	205	21.6	21.6	100.0
	Total	950	100.0	100.0	

Priority: Maintain pedestrian sidewalks and walkways

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1= Not at all important	11	1.2	1.2	1.2
	2	10	1.1	1.1	2.3
	3	6	.6	.6	2.9
	4	16	1.7	1.7	4.6
	5	33	3.5	3.5	8.1
	6	43	4.5	4.5	12.6
	7	76	8.0	8.0	20.6
	8	154	16.3	16.3	36.8
	9	123	13.0	13.0	49.8
	10 = Very Important	477	50.2	50.2	100.0
	Total	950	100.0	100.0	

Priority: Support more technologically innovative driving options (for example, more electric charging stations or self-driving vehicles)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1= Not at all important	81	8.5	8.5	8.5
	2	28	3.0	3.0	11.5
	3	35	3.6	3.6	15.1
	4	40	4.2	4.2	19.4
	5	117	12.3	12.3	31.7
	6	87	9.2	9.2	40.8
	7	99	10.4	10.4	51.2
	8	193	20.4	20.4	71.6
	9	73	7.6	7.6	79.2
	10 = Very Important	197	20.8	20.8	100.0
	Total	950	100.0	100.0	

Priority: Reduce traffic congestion and traffic delays

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1= Not at all important	15	1.6	1.6	1.6
	2	9	1.0	1.0	2.5
	3	12	1.2	1.2	3.7
	4	19	2.1	2.1	5.8
	5	73	7.7	7.7	13.5
	6	55	5.8	5.8	19.3
	7	83	8.8	8.8	28.1
	8	193	20.3	20.3	48.4
	9	119	12.6	12.6	61.0
	10 = Very Important	371	39.0	39.0	100.0
	Total	950	100.0	100.0	

Priority: Provide more walking and biking trails

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1= Not at all important	19	2.0	2.0	2.0
	2	17	1.8	1.8	3.8
	3	16	1.7	1.7	5.5
	4	25	2.6	2.6	8.1
	5	69	7.2	7.2	15.3
	6	75	7.9	7.9	23.2
	7	110	11.6	11.6	34.8
	8	188	19.8	19.8	54.5
	9	89	9.4	9.4	63.9
	10 = Very Important	343	36.1	36.1	100.0
	Total	950	100.0	100.0	

What is or was your primary method of commuting to work or school?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Drive alone in my car	479	50.4	77.2	77.2
	Motorcycle	13	1.4	2.1	79.3
	Uber or Lyft	14	1.4	2.2	81.5
	Carpool (2-4 others in car)	48	5.0	7.7	89.2
	Vanpool (5 or more people in a van)	4	.4	.6	89.8
	Public bus	25	2.6	4.0	93.8
	Bicycle	12	1.3	2.0	95.8
	Telework now and before Coronavirus/Covid-19	10	1.0	1.5	97.3
	Telework only since Coronavirus/Covid-19	3	.4	.5	97.9
	Walk or Jog	10	1.0	1.6	99.5
	Other	3	.3	.5	100.0
	Total	620	65.3	100.0	
	Missing	System	329	34.7	
Total		950	100.0		

What is or was your primary method of commuting to work or school? - other please specify

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		947	99.7	99.7	99.7
	Customer Service	0	.0	.0	99.7
	Dope man	2	.2	.2	99.9
	Got a lot	1	.1	.1	100.0
	Total	950	100.0	100.0	

Travel time to work or school in hours

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	.03	4	.5	.7	.7
	.05	19	2.0	3.2	3.9
	.07	3	.3	.6	4.5
	.08	18	1.9	3.1	7.5
	.10	10	1.1	1.8	9.3
	.12	4	.4	.7	10.0
	.13	2	.2	.3	10.3
	.13	7	.7	1.1	11.5
	.15	1	.1	.2	11.7
	.17	53	5.5	8.9	20.6
	.20	11	1.1	1.8	22.4
	.22	3	.3	.4	22.8
	.23	3	.3	.5	23.3
	.25	81	8.6	13.8	37.1
	.28	1	.1	.2	37.3
	.30	3	.3	.5	37.7
	.32	2	.2	.4	38.1
	.33	98	10.3	16.6	54.7
	.37	4	.4	.6	55.3
	.38	3	.3	.6	55.9
	.40	3	.3	.5	56.4
	.42	35	3.7	5.9	62.3
	.42	2	.2	.3	62.6
	.45	1	.1	.2	62.8
	.47	1	.1	.2	63.0
	.48	3	.3	.4	63.4
	.50	99	10.4	16.8	80.2
	.53	1	.1	.2	80.4
	.53	1	.1	.1	80.5
	.58	10	1.0	1.6	82.2
	.67	17	1.8	3.0	85.1
	.67	2	.2	.3	85.4
.75	21	2.2	3.6	89.0	

.78	1	.1	.2	89.2
1.00	30	3.2	5.1	94.3
1.02	3	.3	.6	94.8
1.03	1	.1	.2	95.1
1.08	2	.2	.3	95.4
1.17	4	.4	.6	96.0
1.18	1	.1	.2	96.2
1.20	1	.1	.1	96.3
1.25	3	.3	.5	96.8
1.33	1	.1	.2	97.0
1.50	7	.8	1.2	98.3
1.75	1	.1	.2	98.5
2.00	4	.4	.7	99.1
2.17	1	.1	.1	99.3
2.50	1	.1	.1	99.4
3.00	3	.4	.6	99.9
3.08	0	.0	.1	100.0
Total	591	62.2	100.0	
Missing System	359	37.8		
Total	950	100.0		

Travel time--Telework

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Not selected	590	62.1	96.6	96.6
	Selected	21	2.2	3.4	100.0
	Total	610	64.3	100.0	
Missing System		339	35.7		
Total		950	100.0		

Travel time to work or school--categorized

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	10 minutes or less	141	14.9	23.2	23.2
	more than 10 minutes--up to 20 minutes	202	21.3	33.1	56.3
	more than 20 minutes--up to 30 minutes	151	15.9	24.7	81.0
	more than 30 minutes--up to one hour	82	8.6	13.5	94.5
	more than one hour	34	3.6	5.5	100.0
	Total	609	64.2	100.0	
Missing	System	340	35.8		
Total		950	100.0		

What is your primary method of traveling to the places you go to most often (not work or school)?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Drive alone in my car	221	23.3	68.7	68.7
	Motorcycle	11	1.2	3.5	72.2
	Uber or Lyft	7	.7	2.2	74.3
	Carpool (2-4 others in car)	44	4.7	13.8	88.1
	Vanpool (5 or more people in a van)	4	.5	1.4	89.5
	Public bus	15	1.6	4.6	94.1
	Bicycle	5	.6	1.7	95.8
	Walk or Jog	13	1.4	4.1	99.8
	Other	0	.1	.2	100.0
	Total	322	33.9	100.0	
Missing	DK/REFUSED	7	.8		
	System	620	65.3		
	Total	628	66.1		
Total		950	100.0		

Travel time to frequent destination in hours (not work or school)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	.02	1	.1	.3	.3
	.03	1	.1	.2	.5
	.05	2	.2	.6	1.1
	.07	1	.1	.3	1.5
	.08	28	3.0	9.1	10.6
	.10	6	.6	1.8	12.4
	.12	1	.1	.2	12.7
	.13	1	.1	.2	12.9
	.15	2	.2	.6	13.4
	.17	56	5.9	18.2	31.6
	.18	0	.0	.1	31.7
	.20	2	.2	.6	32.2
	.25	41	4.3	13.2	45.5
	.28	2	.2	.5	46.0
	.30	0	.0	.2	46.2
	.33	48	5.1	15.6	61.7
	.37	1	.1	.3	62.0
	.42	8	.8	2.6	64.6
	.45	0	.0	.1	64.7
	.50	38	4.0	12.4	77.1
	.58	2	.2	.6	77.7
	.62	1	.1	.3	78.0
	.62	1	.1	.3	78.2
	.67	8	.9	2.7	81.0
	.70	0	.1	.2	81.1
	.75	16	1.7	5.2	86.4
	.83	1	.1	.2	86.6
	.83	0	.0	.1	86.7
	1.00	23	2.4	7.3	94.0
	1.33	1	.1	.2	94.2
	1.50	7	.7	2.2	96.5
1.83	1	.1	.3	96.7	
1.83	2	.2	.5	97.3	

	2.00	5	.5	1.5	98.7
	2.67	1	.1	.3	99.0
	3.00	0	.0	.1	99.1
	3.50	3	.3	.9	100.0
	Total	310	32.6	100.0	
Missing	System	640	67.4		
Total		950	100.0		

Travel time to frequent destination (not work or school)-- categorized

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	10 minutes or less	98	10.3	31.6	31.6
	more than 10 minutes--up to 20 minutes	93	9.8	30.1	61.7
	more than 20 minutes--up to 30 minutes	48	5.0	15.4	77.1
	more than 30 minutes--up to one hour	46	4.9	15.0	92.1
	more than one hour	24	2.6	7.9	100.0
	Total	310	32.6	100.0	
Missing	System	640	67.4		
Total		950	100.0		

2022 RTP/SCS Project Scoring Criteria

Draft 8/26/2020

Total Points by Mode >> **43** **38** **25** **38** **48**

					B&P	CapInc	Maint	Oper	Transit	
1 Is consistent with local plans and policies					X	X	X	X	X	NOTES
1 pts	1	Yes			2.3%	2.6%	4.0%	2.6%	2.1%	Consistent is defined as: a project listed within a plan or a project supports a plan's goal, policies, or objectives.
	0	No								
2 Is estimated to be completed within the next...					X	X	X	X	X	NOTES
5 pts	5	5 years			11.6%	13.2%	20.0%	13.2%	10.4%	A maximum of 5 points may be awarded.
	4	5-10 years								
	3	10-15 years								
	2	15-20 years								
	1	20-25 years								
	0	more than 25 years								
3 Climate risks were analyzed and incorporated in the project design					X	X	X	X	X	NOTES
3 pts	3	Yes			7.0%	7.9%	12.0%	7.9%	6.3%	Some examples would include: incorporate shaded bus stops or cool pavements to adapt to extreme heat. Enhance drainage capacity or permeable pavements for flooding issues. Usage of fire-resistant materials (concrete pipes and steel) to adapt to wildfires. [link to study]
	0	No								
4 Improves accessibility for individuals with disabilities (choose all that apply, up to 3 points):					X	X	X	X	X	NOTES
3 pts	2	Addresses a documented accessibility complaint			7.0%	7.9%	12.0%	7.9%	6.3%	Accessibility Barriers include: lack of relevant assistive technology, inaccessible physical environments, services/systems/policies that hinder involvement [See CDC description at: https://www.cdc.gov/ncbddd/disabilityandhealth/disability-barriers.html]
	2	Removes multiple barriers to access								
	1	Removes one barrier to access								
5 Improves safety (choose all that apply, up to 3 points):					X	X	X	X	X	NOTES
3 pts	2	Includes measures that directly address and improve safety			7.0%	7.9%	12.0%	7.9%	6.3%	Measures that directly improve safety include: ADA improvements and enhancements, universal design components, RR Grade Separations, bike/ped vehicle interaction improvements, speed reductions on high-speed roads, dedicated left-turn lanes, lighting, drainage, improved visibility, hazard elimination, right-of-way separation, etc. <i>To determine accident rate, refer to Fresno COG's Collision Data Map located at: [need link!]</i>
	1	Provides safety improvements to a roadway or intersection that is accident prone (top 10% collision)								
	1	Includes a public transit component								
6 Supports the following GHG reduction strategies (choose all that apply):					X	X		X	X	NOTES
4 pts	1	Includes shared mobility options and/or complete street components			9.3%	10.5%		10.5%	8.3%	Project may receive 1 point per criterion that applies. A maximum of 4 points may be awarded. <i>Intermodal connectivity</i> is defined as: bus to train, bus to airport, bus to a Park & Ride, bus to a Vanpool or Carpool, or bus to a Bike Facility.
	1	Supports compact development								
	1	Provides for or promotes intermodal connectivity								
	1	Supports active transportation and/or transit connectivity								

2022 RTP/SCS Project Scoring Criteria

Draft 8/26/2020

Total Points by Mode >> **43** **38** **25** **38** **48**

		B&P	CapInc	Maint	Oper	Transit	
7 Includes or supports innovation in transportation (choose all that apply):		X	X		X	X	NOTES
2 pts	1 Includes new infrastructure to support ZEV	4.7%	5.3%		5.3%	4.2%	
	1 Replaces gas/deisel vehicles with battery electric vehicles, hydrogen fuel cells, or CNG						
8 Improves air quality (choose all that apply, up to 8 points):		X	X		X	X	NOTES
8 pts	2 Project includes synchronization of traffic signals	18.6%	21.1%		21.1%	16.7%	Examples of an <i>existing deficiency</i> can include: widening a bottleneck, or providing a connection over/under/through an existing circulation barrier (i.e. freeway, railroad, waterway), etc. May receive points for each criterion that applies. A maximum of 8 points may be awarded
	2 Project includes or promotes Active Transportation options						
	2 Project is already served by transit, or includes transit improvements						
	2 Project corrects an existing deficiency that regularly causes significant delays and congestion.						
	2 Project includes air pollution mitigation strategies						
9 Provides improved access to activity centers		X	X		X	X	NOTES
3 pts	3 Directly serves activity center	7.0%	7.9%		7.9%	6.3%	<i>Directly serves</i> is defined as: a project that leads straight to or alongside an activity center. <i>Indirectly serves</i> is defined as: a project that does not lead straight to or go alongside an activity center but is within 0.5 miles for pedestrian projects, and 1 mile for other modes. <i>Activity Center</i> defined as: A medical center or civic center, school, office, park, employment or commercial area.
	1 Indirectly serves activity center						
	0 Does not serve an activity center						
10 Road exhibits highest use for jurisdiction based on ADT			X	X	X		NOTES
2 pts	2 Top 25%		5.3%	8.0%	5.3%		Only 1/4 of a jurisdiction's maintenance projects will get 2 points. Another 1/4 will get 1 point.
	1 Top 50% to 25%						
	0 Not in the top 50%						
11 Participates in a regularly updated Pavement Management System				X			NOTES
4 pts	4 Segments are assessed at least every 2 years			16.0%			
	2 Segments are assessed every 2-4 years						
	0 Segments are assessed every 4+ years						
12 Pavement condition is in the most failing condition in the jurisdiction				X			NOTES
4 pts	4 Bottom 25%			16.0%			Only 1/4 of a jurisdiction's maintenance projects will get 4 points. Another 1/4 will get 2 points.
	2 Bottom 50% to 25%						
	0 Not in the bottom 50%						
13 Relieves congestion			X		X	X	NOTES
2 pts	2 Improves LOS F (urban) or LOS D or worse (rural)		5.3%		5.3%	4.2%	
	1 Improves where LOS is beyond design standard but better than LOS specified above						
	1 Project has parallel facilities within a mile that operate at LOS F (Urban), LOS D or worse (Rural)						
	0 No						

2022 RTP/SCS Project Scoring Criteria

Draft 8/26/2020

Total Points by Mode >> **43** **38** **25** **38** **48**

			B&P	CapInc	Maint	Oper	Transit	
14	Provides a more direct route, reducing travel time and distance		X	X				NOTES
2 pts	2	Yes	4.7%	5.3%				
	0	No						
15	Will enhance or tie into an existing network of a similar type		X			X	X	NOTES
2 pts	2	Yes	4.7%			5.3%	4.2%	
	0	No						
16	Benefits areas that are most health burdened, according to Health Priority Index		X				X	NOTES
4 pts	4	Area has 4 health burden measures	9.3%				8.3%	Visit Fresno County Department of Public Health's website at [Need Link!] (Health Priority Index) for a map to determine project areas level of health burden. Health Burden measures include: Pre-term Birth rate, Pollution Burden, Year of potential life lost, Composite Mortality Index. A maximum of 4 points may be awarded.
	3	Area has 3 health burden measures						
	2	Area has 2 health burden measures						
	1	Area has 1 health burden measure						
	0	Projects that do not benefit areas with significant health burden measures						
17	Serves a transit-dependent population and/or community		X				X	NOTES
3 pts	2	Serves a transit-dependent population that is currently not served at all	7.0%				6.3%	<i>Transit Dependent</i> is defined as: individuals, or groups of individuals that do not have a choice in their selection of transportation modes, and are primarily dependent on the availability of public transportation
	1	Serves a transit-dependent population that currently has access within 2 miles						
	1	Serves an economically disadvantaged population						
	0	Will not serve a transit dependent population						
18	Will maintain established productivity standards						X	NOTES
1 pts	1	Will maintain existing productivity standards					2.1%	<i>Productivity standards</i> are based on the definitions in the Short Range Transit Plan (i.e. TDA performance indicators, ridership and farebox).
	0	Productivity standards cannot be maintained						
19	Is being developed in collaboration with another transit agency or group						X	NOTES
2 pts	2	Yes					4.2%	Enhances regional transportation system connectivity and ability to consolidate regional trips. Examples include: vanpool, rideshare programs as well as coordination between transit operators.
	0	No						
20	Involves new or enhanced commuter service						X	NOTES
2 pts	2	Yes					4.2%	
	0	No						
TOTAL								
57 pts			43	38	25	38	48	

Fresno Council of Governments 2020 Regional Transportation Plan Public Opinion Survey Report



Rea & Parker Research
August 2020



Survey Objectives

Rank 10 “Community Values”

Neighborhoods should be designed for walking and bicycling

There should be more multi-family housing made available

Continue developing communities that are predominantly single-family homes

Provide more mixed residential and business-related projects that are within walking distance of transit stops

Preserve farmland and agricultural activities

Preserve open space and environmentally sensitive areas

Support a robust economy

Safeguard clean air

Reduce the effects of climate change

Invest in existing neighborhoods



Survey Objectives (continued)

Rank 9 “Transportation Funding Priorities”

Repair potholes and maintain streets and roads

Reduce traffic congestion and traffic delays

Make roads and intersections safer

Support more technologically innovative driving options
(for example, more electric charging stations
or self-driving vehicles)

Improve local bus service
(FAX, Fresno County Rural, and Clovis Transit)

Support more shared mode transportation options
(for example, carpools, vanpools, or on demand
services like Uber)

Maintain pedestrian sidewalks and walkways

Provide more walking and biking trails

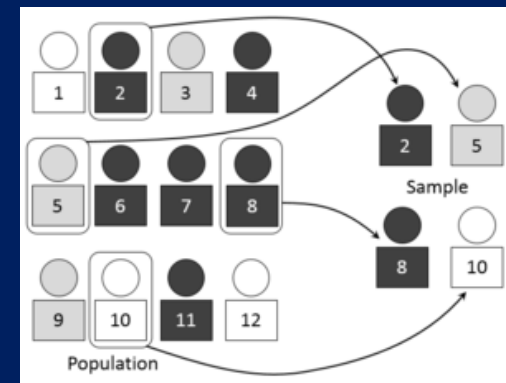
Increase the number of bike lanes and bike paths



Sample—950 respondents

Margin of Error = +/- 3.2 percent at 95 percent confidence

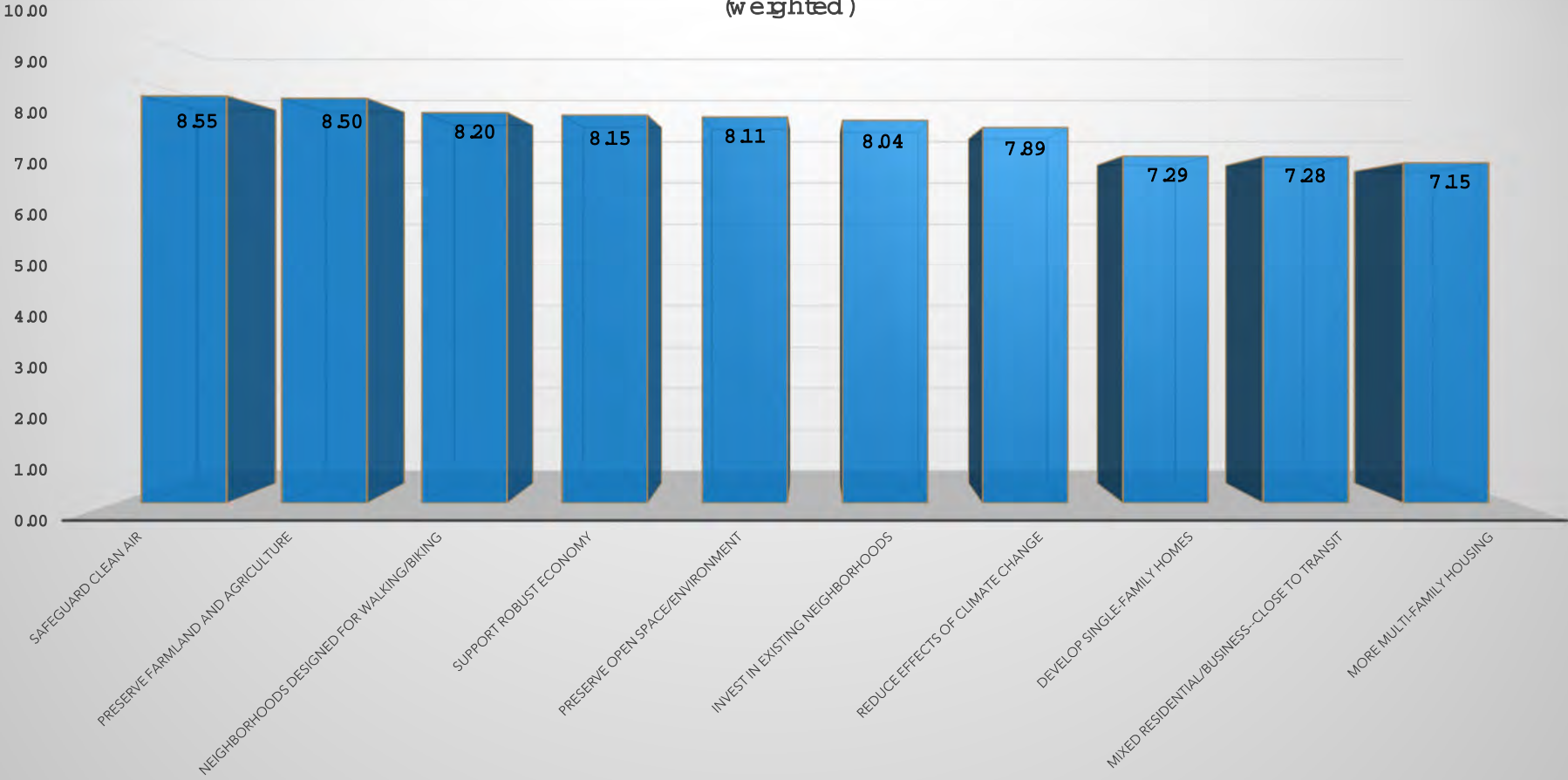
- **650 Telephone Respondents—Random Digit Dialing**
 - **494 Landline**
 - **156 cell phone**
 - **500 in English**
 - **150 in Spanish**
- **300 Online Panelists**



Sample Demographics

Category	Unweighted—Raw Data	Weighted for Residence, Age, Ethnicity, and Income
Gender		
Female	62%	62%
Male	38%	38%
Ethnicity		
Hispanic/Latino	36%	51%
White	45%	31%
Asian	5%	10%
African-American	7%	5%
Median Age		
	57 years	43 years
Median Annual Household Income		
	\$43,000	\$45,000
Education		
Bachelor's Degree or Higher	36%	37%
Less than High School Graduate	12%	11%
Residence		
City of Fresno	61%	53%
City of Clovis	15%	12%
Rural/Non-Urban	24%	35%
Work Status		
Employed Fulltime/Student	34%	46%
Not Employed	21%	23%
Retired	31%	15%
Drive Alone to Work/School		
	77%	77%
Carpool, Bus, Uber/Lift to Work/School		
	14%	14%
Median Travel Time to Work/School		
	18 minutes	20 minutes

Community Values: Mean Importance
 scale: 1 to 10 ; 10 = very important..1 = not at all important
 (weighted)



Safeguard Clean Air = 79%
 Support Robust Economy = 70%
 Reduce Effects of Climate Change = 68%

Develop Single Family Homes = 53%

Percentage of Values Rated 8 or Higher
 Preserve Farmland and Agriculture = 77%
 Preserve Open Space/Environment = 70%

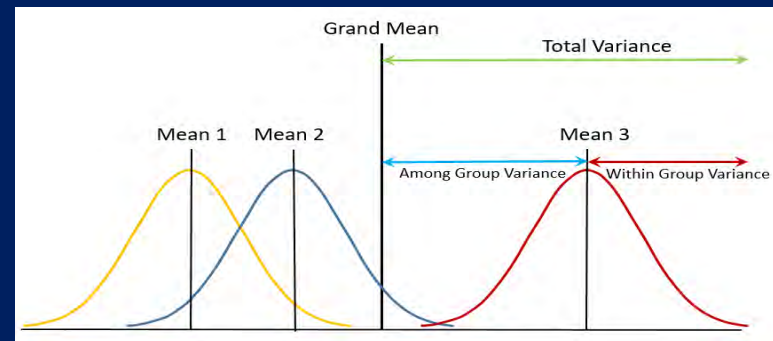
Mixed Residential/Business = 53%

Neighborhoods Designed for Walking/Biking = 70%
 Invest in Existing Neighborhoods = 70%
 Multi-Family Housing = 54%

Community Values: Subgroups

The following subgroups place a high level of importance on most of the Community Values in this study:

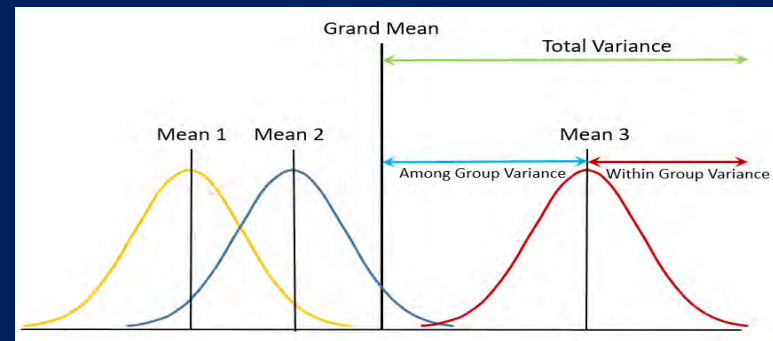
- Spanish language is language of survey preference
- 8th grade education or less
- longer travel time
- and commute by public bus.



Community Values: Subgroups (continued)

The following subgroups place a generally lower level of importance on most of the Community Values in this study:

- Commute by motorcycle
- Less than 10 minutes to work or school
- Whites
- Self-employed



Community Values: Subgroups (continued)

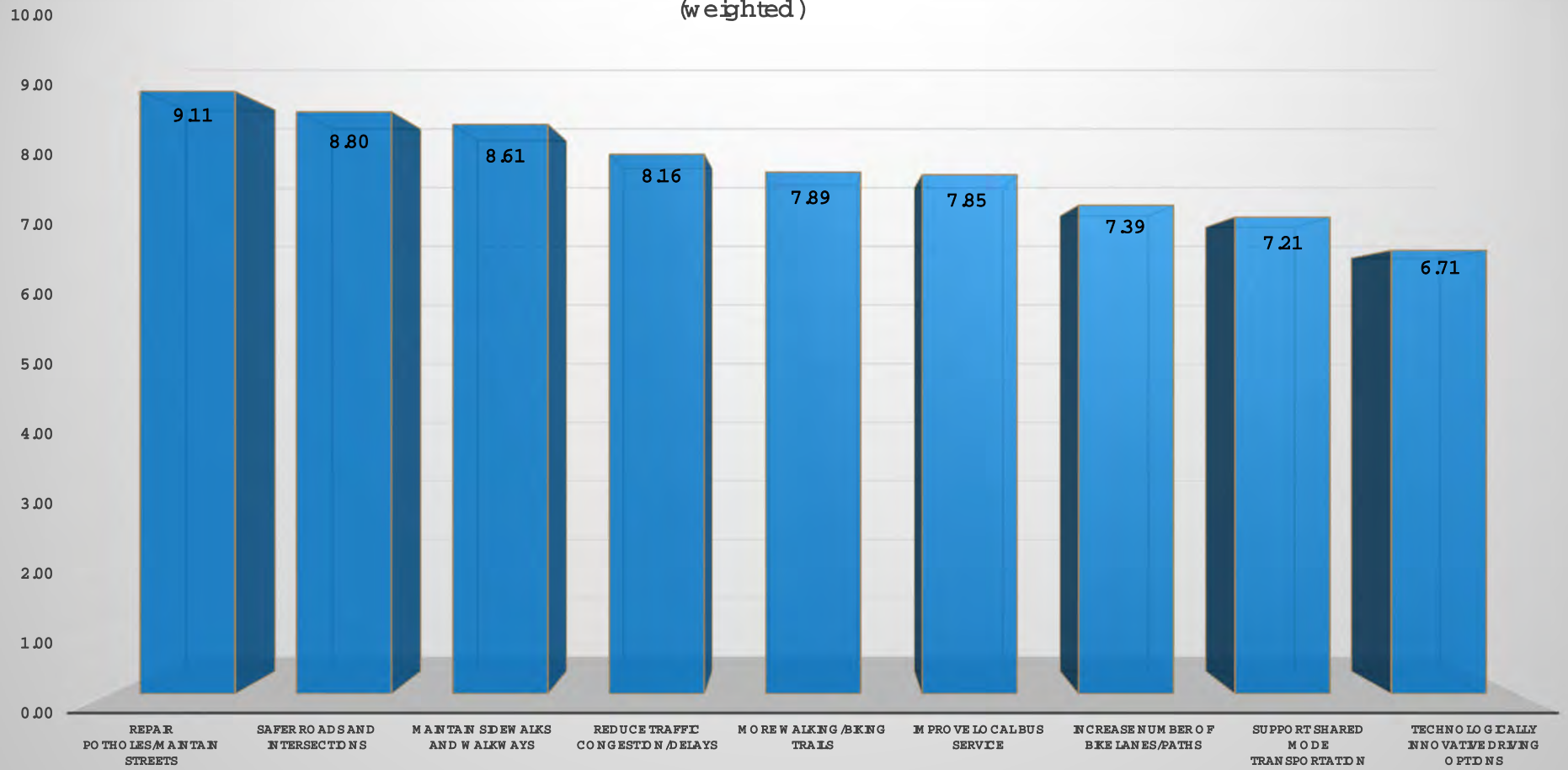
MOST IMPORTANT VALUES:

- **Safeguard Clean Air:** most important for those whose language survey preference is Spanish (9.7), and for those with an 8th grade education or less (9.5).
- **Preserve Farmland and Agriculture:** most important for those whose language survey preference is Spanish (9.6), for those with an 8th grade education or less (9.4), and for employed students (9.3).

LEAST IMPORTANT VALUES:

- **Develop Single Family Homes:** Work/School commute 10 minutes or less (6.3) and students who are not employed (6.6)
- **Mixed Residential/Business- Close to Transit:** Whites and those earning \$75,000 or more annually (6.5 each)
- **More Multi-Family Housing:** Earn \$150,000 annually (5.5) and Whites (6.0)

Transportation Funding Priorities: Mean Importance
 scale: 1 to 10 ; 10 = very important..1 = not at all important
 (weighted)



Percentage of Priorities Rated 8 or Higher

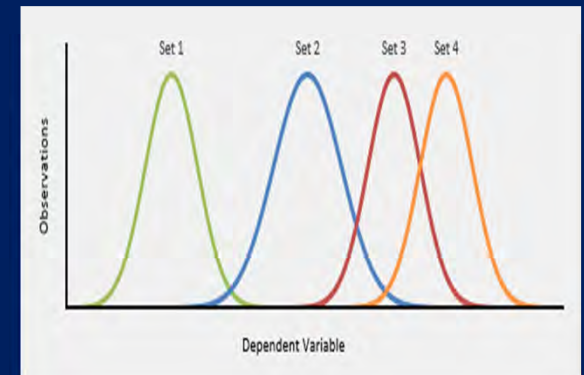
Repair Potholes/Maintain Streets = 86%
 Reduce Traffic Congestion/Delays = 72%
 Increase Number of Bike Lanes/Paths = 56%

Safer Roads and Intersections = 83%
 More Walking and Biking Trails = 65%
 More Shared Transportation Options = 52%

Maintain Sidewalks and Walkways = 79%
 Improve Local Bus Service = 66%
 More Tech. Innovative Driving Options = 49%

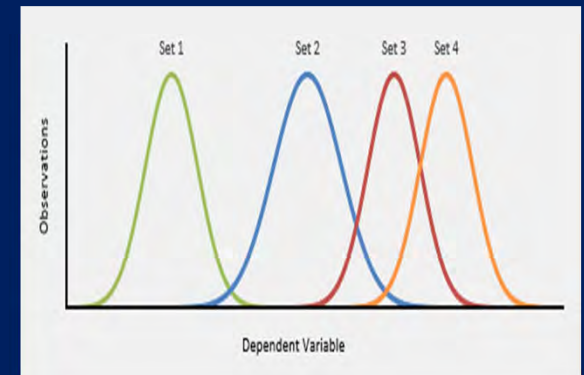
Transportation Funding Priorities: Subgroups

- The following subgroups place a high level of importance on most of the various Transportation Funding Priorities:
 - Spanish language survey preference
 - commute by carpool
 - homemakers
 - non-work/school travel time more than one hour
 - 8th grade education or less.



Transportation Funding Priorities: Subgroups

- The following subgroups place a generally lower level of importance on most of the various Transportation Funding Priorities:
 - vocational school education
 - Whites
 - commute by Uber/Lyft
 - commute by motorcycle
 - age 75 and above



Transportation Funding Priorities: Subgroups (continued)

MOST IMPORTANT PRIORITIES:

- **Repair Potholes/Repair Streets:** most important for those with an 8th grade education or less (9.8) and for those whose non-work/school travel time is 30 minutes-to-1 hour (9.7).
- **Safer Roads and Intersections:** most important for those with an 8th grade education or less (9.6), for those whose non-work/school travel is by motorcycle (9.6), and for carpool commuters (9.5).
- **Maintain Sidewalks and Walkways:** most important for those whose dominant language is Spanish (9.5) and for homemakers (9.5).

LEAST IMPORTANT PRIORITIES:

- **Increase Number of Bike Lanes/Paths:** commute by Uber or Lyft (5.7) and retirees (6.7)
- **Support Shared Mode Transportation:** disabled and unable to work (6.4) and earn \$100,000 or more (6.5)
- **Technologically Innovative Driving Options:** vocational school and those earning \$100,000 or more (5.7 each) and commute by Uber/Lyft and Homemaker (5.9 each)

Fresno Council of Governments 2020 Regional Transportation Plan Public Opinion Survey Report



Rea & Parker Research

August 2020



Survey Objectives

Rank 10 “Community Values”

Neighborhoods should be designed for walking and bicycling

There should be more multi-family housing made available

Continue developing communities that are predominantly single-family homes

Provide more mixed residential and business-related projects that are within walking distance of transit stops

Preserve farmland and agricultural activities

Preserve open space and environmentally sensitive areas

Support a robust economy

Safeguard clean air

Reduce the effects of climate change

Invest in existing neighborhoods



Survey Objectives (continued)

Rank 9 “Transportation Funding Priorities”

Repair potholes and maintain streets and roads

Reduce traffic congestion and traffic delays

Make roads and intersections safer

Support more technologically innovative driving options
(for example, more electric charging stations
or self-driving vehicles)

Improve local bus service
(FAX, Fresno County Rural, and Clovis Transit)

Support more shared mode transportation options
(for example, carpools, vanpools, or on demand
services like Uber)

Maintain pedestrian sidewalks and walkways

Provide more walking and biking trails

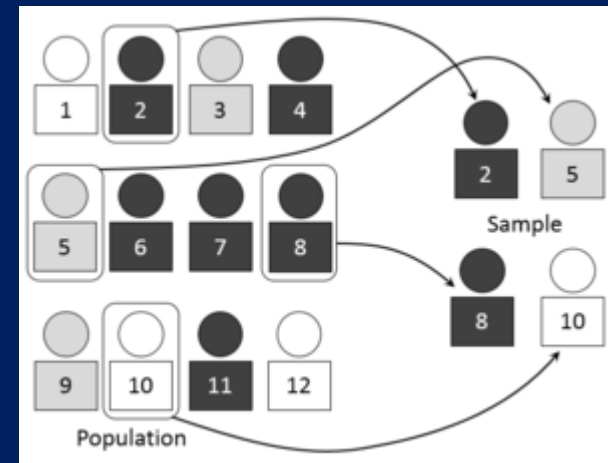
Increase the number of bike lanes and bike paths



Sample—950 respondents

Margin of Error = +/- 3.2 percent at 95 percent confidence

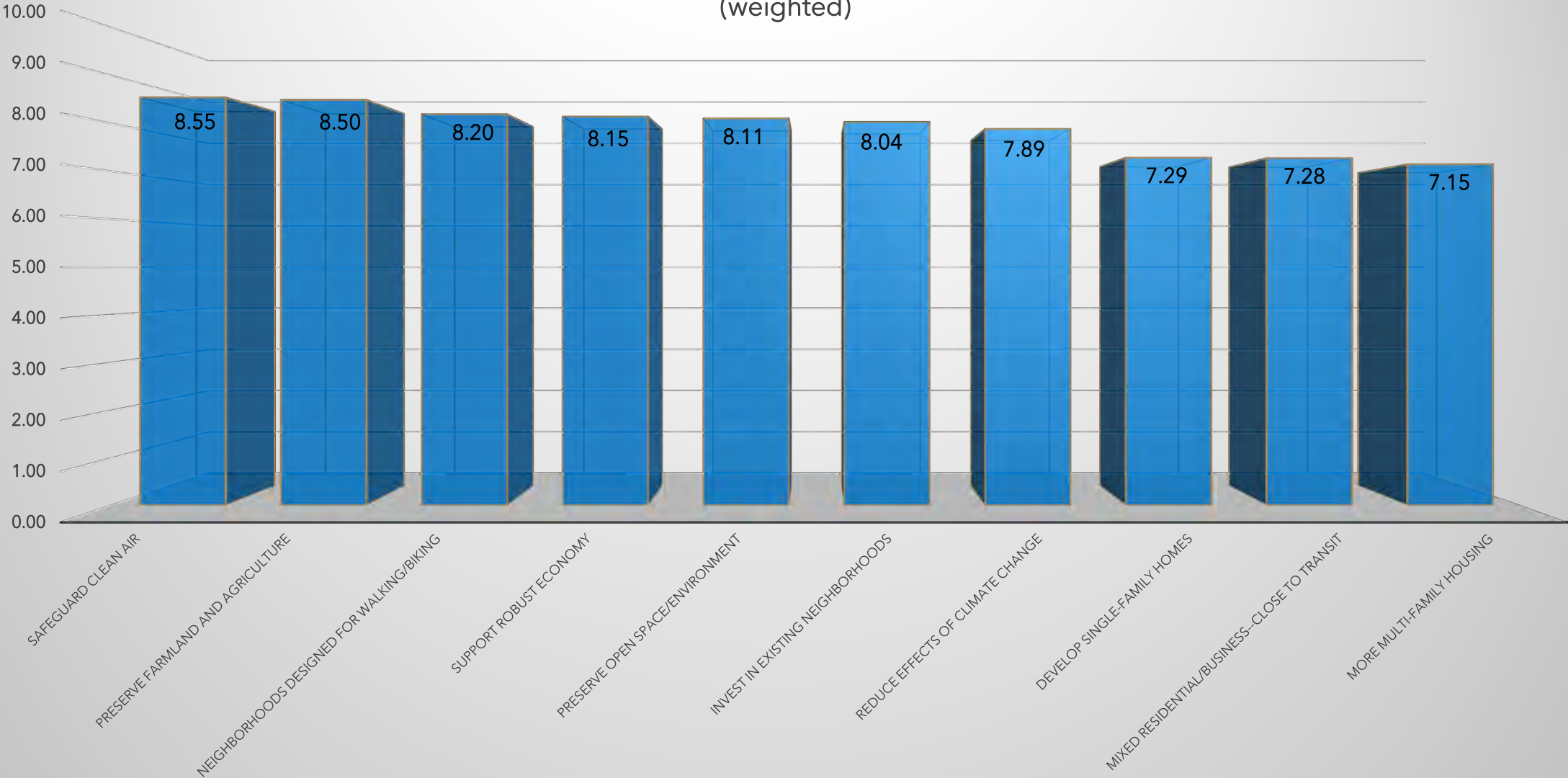
- **650 Telephone Respondents—Random Digit Dialing**
 - **494 Landline**
 - **156 cell phone**
 - **500 in English**
 - **150 in Spanish**
- **300 Online Panelists**



Sample Demographics

Category	Unweighted–Raw Data	Weighted for Residence, Age, Ethnicity, and Income
Gender		
Female	62%	62%
Male	38%	38%
Ethnicity		
Hispanic/Latino	36%	51%
White	45%	31%
Asian	5%	10%
African-American	7%	5%
Median Age	57 years	43 years
Median Annual Household Income	\$43,000	\$45,000
Education		
Bachelor's Degree or Higher	36%	37%
Less than High School Graduate	12%	11%
Residence		
City of Fresno	61%	53%
City of Clovis	15%	12%
Rural/Non-Urban	24%	35%
Work Status		
Employed Full-Time/Student	34%	46%
Not Employed	21%	23%
Retired	31%	15%
Drive Alone to Work/School	77%	77%
Carpool, Bus, Uber/Lift to Work/School	14%	14%
Median Travel Time to Work/School	18 minutes	20 minutes

Community Values: Mean Importance
 scale: 1-to-10 ; 10 = very important...1 = not at all important
 (weighted)



Safeguard Clean Air = 79%
 Support Robust Economy = 70%
 Reduce Effects of Climate Change = 68%

Develop Single Family Homes = 53%

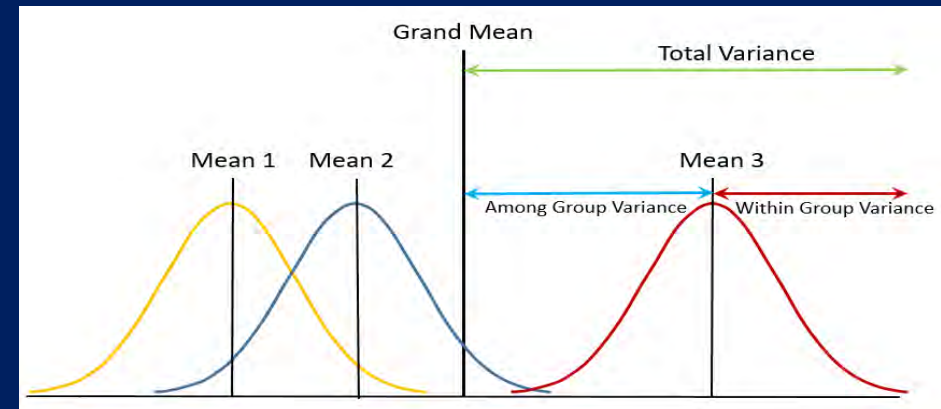
Percentage of Values Rated 8 or Higher
 Preserve Farmland and Agriculture = 77%
 Preserve Open Space/Environment = 70%
 Mixed Residential/Business = 53%

Neighborhoods Designed for Walking/Biking = 70%
 Invest in Existing Neighborhoods = 70%
 Multi-Family Housing = 54%

Community Values: Subgroups

The following subgroups place a high level of importance on most of the Community Values in this study:

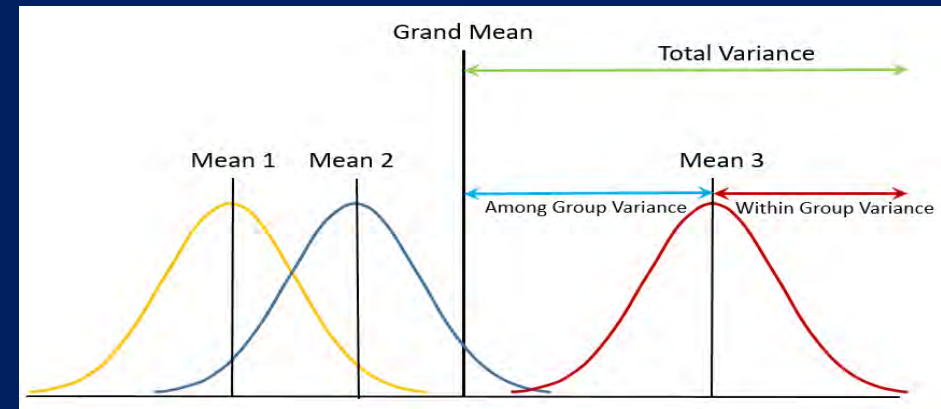
- Spanish language is language of survey preference
- 8th grade education or less
- longer travel time
- and commute by public bus.



Community Values: Subgroups (continued)

The following subgroups place a generally lower level of importance on most of the Community Values in this study:

- Commute by motorcycle
- Less than 10 minutes to work or school
- Whites
- Self-employed



Community Values: Subgroups (continued)

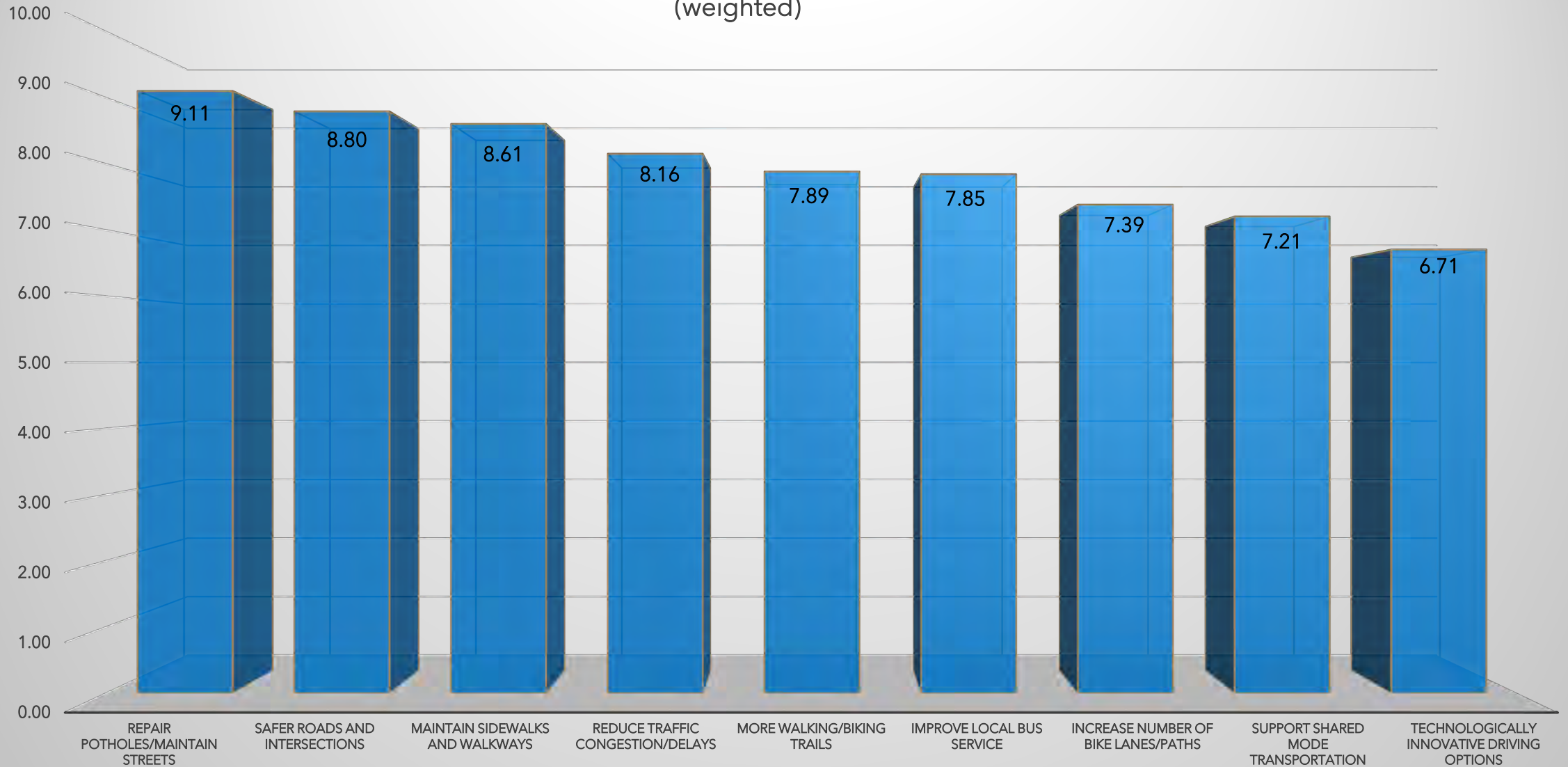
MOST IMPORTANT VALUES:

- **Safeguard Clean Air:** most important for those whose language survey preference is Spanish (9.7), and for those with an 8th grade education or less (9.5).
- **Preserve Farmland and Agriculture:** most important for those whose language survey preference is Spanish (9.6), for those with an 8th grade education or less (9.4), and for employed students (9.3).

LEAST IMPORTANT VALUES:

- **Develop Single Family Homes:** Work/School commute 10 minutes or less (6.3) and students who are not employed (6.6)
- **Mixed Residential/Business- Close to Transit:** Whites and those earning \$75,000 or more annually (6.5 each)
- **More Multi-Family Housing:** Earn \$150,000 annually (5.5) and Whites (6.0)

Transportation Funding Priorities: Mean Importance
 scale: 1-to-10 ; 10 = very important...1 = not at all important
 (weighted)



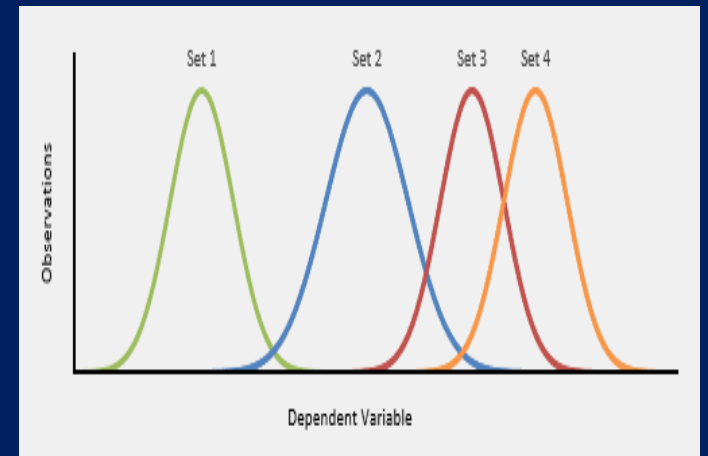
Repair Potholes/Maintain Streets = 86%
 Reduce Traffic Congestion/Delays = 72%
 Increase Number of Bile Lanes/Paths = 56%

Percentage of Priorities Rated 8 or Higher
 Safer Roads and Intersections = 83%
 More Walking and Biking Trails = 65%
 More Shared Transportation Options = 52%

Maintain Sidewalks and Walkways = 79%
 Improve Local Bus Service = 66%
 More Tech. Innovative Driving Options = 49%

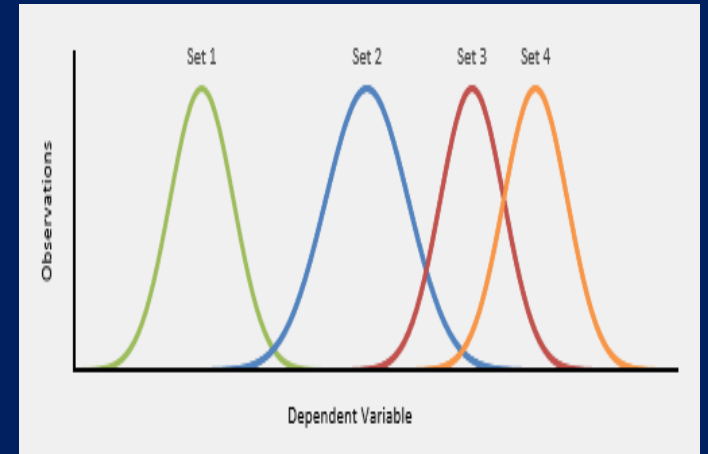
Transportation Funding Priorities: Subgroups

- The following subgroups place a high level of importance on most of the various Transportation Funding Priorities:
 - Spanish language survey preference
 - commute by carpool
 - homemakers
 - non-work/school travel time more than one hour
 - 8th grade education or less.



Transportation Funding Priorities: Subgroups

- The following subgroups place a generally lower level of importance on most of the various Transportation Funding Priorities:
 - vocational school education
 - Whites
 - commute by Uber/Lyft
 - commute by motorcycle
 - age 75 and above



Transportation Funding Priorities: Subgroups (continued)

MOST IMPORTANT PRIORITIES:

- **Repair Potholes/Repair Streets:** most important for those with an 8th grade education or less (9.8) and for those whose non-work/school travel time is 30 minutes-to-1 hour (9.7).
- **Safer Roads and Intersections:** most important for those with an 8th grade education or less (9.6), for those whose non-work/school travel is by motorcycle (9.6), and for carpool commuters (9.5).
- **Maintain Sidewalks and Walkways:** most important for those whose dominant language is Spanish (9.5) and for homemakers (9.5).

LEAST IMPORTANT PRIORITIES:

- **Increase Number of Bike Lanes/Paths:** commute by Uber or Lyft (5.7) and retirees (6.7)
- **Support Shared Mode Transportation:** disabled and unable to work (6.4) and earn \$100,000 or more (6.5)
- **Technologically Innovative Driving Options:** vocational school and those earning \$100,000 or more (5.7 each) and commute by Uber/Lyft and Homemaker (5.9 each)

DATE: September 3, 2020

TO: Interagency Consultation Partners and Public

FROM: Kristine Cai, Deputy Director

RE: Draft 2019 FTIP Amendment No. 12, Draft 2018 RTP Amendment No. 3, and Corresponding Draft Conformity Analysis

The Fresno Council of Governments (Fresno COG) is proposing a Draft 2019 Federal Transportation Improvement Program Amendment No. 12 (2019 FTIP Amendment No. 12) and 2018 Regional Transportation Plan Amendment No. 3 (2018 RTP Amendment No. 3) and corresponding Draft Conformity Analysis. Associated documentation is attached as indicated below.

- Project Listings: **Attachment 1** includes a summary of programming changes that result from Amendment No. 12 to the 2019 FTIP. The attachment also includes the FresnoTrak printouts for the projects with changes to the 2019 FTIP via Amendment No. 12. Amendment No. 12 is necessary to make funding, open to traffic date, and scope changes to regionally significant, capacity increasing projects. This amendment also adds and deletes project phases and line item projects.
- Updated Financial Plan: **Attachment 2** includes the updated Financial Plan from the 2019 FTIP Amendment No. 12 to include the project list as provided in Attachment 1.
- 2018 RTP Amendment No. 3: **Attachment 3** includes a summary of programming changes to the 2018 RTP with the updated corresponding project list and financial table updates. Draft RTP Amendment No. 3 is necessary to reflect funding, open to traffic date, and scope changes to regionally significant, capacity increasing projects. The amendment changes are consistent with the design concept and scope or schedule of existing regionally significant projects, and does not change the time frame of the transportation plan. An Environmental Impact Report Supplement is not necessary as the project changes remain consistent with the 2018 RTP/SCS EIR.
- Conformity Requirements: **Attachment 4** includes the conformity analysis to support a finding that 2019 FTIP Amendment No. 12 and 2018 RTP Amendment No. 3 meet the air quality conformity requirements for carbon monoxide, ozone, and particulate matter. In addition, the projects and/or project phases contained in the amendment do not interfere with the timely implementation of any approved TCMs.
- Public Involvement: **Attachment 5** includes the Draft Public Notice, Proof of Publication and the Adoption Resolution.

The public review and comment period is open for 30 days commencing on September 3, 2020 and ending on October 2, 2020. A public hearing will be held on September 16, 2020 at 5 p.m.; all comments are due by 5 p.m. on October 2, 2020. These documents can also be viewed on the Fresno COG website at www.fresnocog.org.

At their Sept. 24, 2020 regular meeting, staff will request delegated authority from the Fresno COG Policy Board authorizing Fresno COG's Executive Director to approve the documents, via resolution, upon the close of the public comment period and review of all comments. Upon the Executive Director's approval, the documents will then be submitted to state and federal agencies for approval.

In conclusion, the Draft 2019 FTIP Amendment No. 12, 2018 RTP Amendment No. 3, and corresponding Conformity Analysis meet all applicable transportation planning requirements per 23 CFR Part 450, 40 CFR Part 93, and conform to the applicable SIPs.

If you have any questions, please contact:

Draft 2019 FTIP Amendment No.12 and Draft 2018 RTP Amendment No. 3:
Suzanne Martinez at (559) 233-4148 x240 or smartinez@fresnocog.org.

Draft corresponding Conformity Analysis:
Braden Duran at (559) 233-4148 x217 or bduran@fresnocog.org

ATTACHMENT 1

2019 FTIP AMENDMENT NO. 12

CHANGE SUMMARY AND PROJECT LISTINGS

**FRESNO COUNCIL OF GOVERNMENTS
FORMAL FTIP AMENDMENT NO. 12 TO THE 2019 FTIP
CHANGE REPORT AS OF 9/3/2020 in (\$1000)**

LEAD AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PCT CHANGE	COST DIFFERENCE	COST BEFORE	COST REVISED	NARRATIVE	AMENDMENT NOTES
Caltrans	FRE190022	West Ave Maintenance Station Recon	In the city Fresno, at the West Ave Maintenance Station at 1283 North West Ave. Demolish two existing buildings and construct two new structures.		\$0	\$0	\$16,370	New Project SHOPP - Facilities: ▶ Add funds in 20/21 in ENG for \$420 ▶ Add funds in 21/22 in ENG for \$1,800, ROW for \$40 ▶ Add funds in 23/24 in ROW for \$10, CON for \$14,100 Total project cost \$16,370	New SHOPP Facilities project
Clovis, City of	FRE111373	Replace Bridge #42C0494-N Leonard Ave. over Enterprise Canal, 0.16 MI South of Bullard	Bridge No. 42C0494, N Leonard Ave over Enterprise Canal, 0.16 MI South of Bullard. Replace 2 lane bridge with 4 lane bridge.	0%	\$0	\$1,467	\$1,467	Change Reason: Revise funding between fiscal years * Highway Bridge Program - State - Bridge - State (HBRR): ▶ Add funds in 20/21 in CON for \$952 — Delete funds in 22/23 in CON for \$952 AGENCY: ▶ Add funds in 20/21 in CON for \$123 — Delete funds in 22/23 in CON for \$123 Total project cost remains the same at \$1,467	Advance CON into the 4-year element from 22/23 to 20/21
Fresno County	FRE150057	Millerton Road Widening - Friant to Marina	Millerton Road - Friant Road to Marina Drive: Widen from 2 LU to 4 LD	0%	\$113	\$28,153	\$28,266	Change Reason: Revise Project Scope, Increase Funding, Revise Project Completion Date Revise Scope: - from "Millerton Road Widening - Friant to Table Mountain " to "Millerton Road Widening - Friant to Marina " Revise Project Completion Date: - from "2025" to "2030" Increase Funding STPL: ▶ Add funds in 19/20 in ENG for \$100 CO: ▶ Add funds in 19/20 in ENG for \$13 Total project cost increased from \$28,153 to \$28,266	Reduce scope by 1.3 miles (from Table Mountain to Marina Dr) Increase PE in 19/20 by \$100K STBG, \$12,957 Local Revise Open to Traffic Year 2025 to 2030
Fresno, City of	FRE190015	Central Ave Widening - Cedar to Orange	Central Ave from Cedar Ave to Orange Ave; Widen roadway from 2 lanes to 3 lanes, curb, gutter, curb ramps, and northside sidewalk.	0%	\$0	\$3,340	\$3,340	Changed Project Completion Date: - from "01/01/2023" to "2023" Changed Change Reason: - from "New Project" to "Revise funding between fiscal years" Revise Funds Between Fiscal Years STPL: — Delete funds in 20/21 in ROW for \$111 ▶ Add funds in 21/22 in ROW for \$111 — Delete funds in 21/22 in CON for \$2,992 ▶ Add funds in 22/23 in CON for \$2,992 Total project cost remains the same at \$3,340	Move CON from 21/22 to 22/23 to an outer year of the 2019 FTIP, and move ROW from 20/21 to 21/22

FRESNO COUNCIL OF GOVERNMENTS
FORMAL FTIP AMENDMENT NO. 12 TO THE 2019 FTIP
CHANGE REPORT AS OF 9/3/2020 in (\$1000)

LEAD AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PCT CHANGE	COST DIFFERENCE	COST BEFORE	COST REVISED	NARRATIVE	AMENDMENT NOTES
Fresno, City of	FRE190018	McKinley & Blythe Complete Streets	McKinley Ave and Blythe Ave: traffic signal, left turn pockets McKinley Ave (northside) from Cecelia Ave to 400' e/o Blythe Ave: sidewalk, bike lane, curb, curb ramps, gutter, storm drain, streetlights, signing and striping. Blythe Ave (westside) from McKinley to Weldon Ave: Sidewalk		\$0	\$0	\$2,088	New Project CMAQ - Congestion Mitigation Lifeline: ▶ Add funds in 20/21 in ENG for \$84 ▶ Add funds in 21/22 in ROW for \$265 ▶ Add funds in 23/24 in CON for \$1,091 CITY: ▶ Add funds in 20/21 in ENG for \$37 ▶ Add funds in 21/22 in ROW for \$116 ▶ Add funds in 23/24 in CON for \$495 Total project cost \$2,088	New CMAQ-LL Project
Fresno, City of	FRE190019	Ashlan Ave EB Widen: Polk to Cornelia	Ashlan Ave from Polk to Cornelia; widen to eastbound lane from 1 lane to 2 lanes, install median, sidewalks, curb, gutter, curb ramps, streetlights, storm drain, & power pole relocation.		\$0	\$0	\$3,313	New Project CITY: ▶ Add funds in 20/21 in ENG for \$354, ROW for \$268 ▶ Add funds in 22/23 in CON for \$542 STPL: ▶ Add funds in 20/21 in ROW for \$711 ▶ Add funds in 22/23 in CON for \$1,439 Total project cost \$3,313	New 19/20 STBG Lifeline Project
Fresno, City of	FRE190020	Cedar Ave Complete Streets: Church to Jensen	Cedar Ave from Church Ave to Jensen Ave; grind, overlay, road diet, Class II bike lane, curb ramps, curb, gutter, signage, striping, and signal loops		\$0	\$0	\$1,877	New Project CO: ▶ Add funds in 21/22 in ENG for \$17 ▶ Add funds in 22/23 in ROW for \$1 ▶ Add funds in 23/24 in CON for \$197 STPL-R: ▶ Add funds in 21/22 in ENG for \$132 ▶ Add funds in 22/23 in ROW for \$10 ▶ Add funds in 23/24 in CON for \$1,519 Total project cost \$1,877	New 19/20 STBG-RB Project
Caltrans	FRE070701	Grouped Projects for Railroad/Highway Crossing	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories-railroad/highway crossing		\$2,766	\$0	\$2,766	130 - Total project cost increased from \$0 to \$2,766	Added 1 project to the back-up listing
Caltrans	FRE071010	Grouped Projects for Safety Improvements-SHOPP Collision Reduction Program	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories-Railroad/highway crossing, Safer non-Federal-aid system road, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullover	9%	\$7,070	\$79,714	\$86,784	SHOPP Collision Reduction - Total project cost increased from \$79,714 to \$86,784	Added 1 project to the back-up listing
Clovis, City of	FRE190021	Grouped Projects for Intersection Channelization Projects	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories- Intersection channelization projects at individual intersections			\$0	\$1,017	Various - Total project cost increased from \$0 to \$1,017	New Grouped project listing with 1 project added to the back-up listing

**FRESNO COUNCIL OF GOVERNMENTS
 FORMAL FTIP AMENDMENT NO. 12 TO THE 2019 FTIP
 CHANGE REPORT AS OF 9/3/2020 in (\$1000)**

LEAD AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PCT	COST	COST BEFORE	COST	NARRATIVE	AMENDMENT NOTES
				CHANGE	DIFFERENCE		REVISED		
Fresno, City of	FRE092610	Grouped Projects for Safety Improvements-Fresno (Signal Installation)	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories-Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullover	0%	\$0	\$624	\$624	RSTP - Total project cost remains the same at \$624	Revised 1 project on the back-up listing
Fresno, City of	FRE170002	Grouped Projects for Safety Improvements - RSTP Fresno (ITS)	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories-Railroad/highway crossing, Safer non-Federal-aid system road, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullover		\$954	\$0	\$954	RSTP - Total project cost increased from \$0 to \$954	New Grouped project listing with 1 project added to the back-up listing
Kerman, City of	FRE170009	Grouped Projects for Pavement Resurfacing and/or Rehabilitation (Kerman)	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 Categories-Pavement Resurfacing		\$564	\$0	\$564	RSTP - Total project cost increased from \$0 to \$564	New Grouped project listing with 1 project added to the back-up listing
TOTALS:					\$11,467	\$113,298	\$149,430		

FRESNO COUNCIL OF GOVERNMENTS
 FORMAL AMENDMENT NO. 12 TO THE 2019 FTIP
 CHANGES TO THE GROUPED PROJECT LISTING AS OF 9/3/2020 in (\$1000)

LEAD AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PCT CHANGE	COST DIFFERENCE	COST BEFORE	COST REVISED	NARRATIVE	AMENDMENT NOTES
FRE070701: 1 Project									
Caltrans	LSTMP696	FRE070701 - Fowler RR Grade Crossing Improvements at Manning / Golden State	In the City of Fowler at the intersection of Manning Ave and Golden State Blvd; Railroad grade crossing improvements - Installation of new warning devices, roadway improvements, preemption signaling and pedestrian improvements.	100%	\$2,766	\$0	\$2,766	130 - New Project Local Rail - STP Railroad Local: ▶ Add funds in 19/20 in ENG for \$830 ▶ Add funds in 20/21 in CON for \$1,936 Total project cost \$2,766	New Section 130 project
FRE070710: 1 Project									
Caltrans	LSTMP744	FRE071010 - HWY 180 Median Barrier: Clovis to Temperance	On Hwy 180 in and near Fresno from Clovis Ave to Temperance Ave; Construct concrete median barrier and upgrade sign panels and guardrail.	100%	\$7,070	\$0	\$7,070	SHOPP Collision Reduction - New Project SHOPPAC: ▶ Add funds in 20/21 in ENG for \$520 ▶ Add funds in 21/22 in ENG for \$1,100, ROW for \$10 ▶ Add funds in 22/23 in ROW for \$140, CON for \$5,300 Total project cost \$7,070	New SHOPP Collision Reduction project
FRE092610: 1 Project									
Fresno, City of	LSTMP560	FRE092610 - Gates/San Jose Traffic Signal	Intersection of Gates Ave and San Jose Ave; Traffic signal installation and striping.	0%	\$0	\$624	\$624	RSTP - Change Reason: Revise funding between fiscal years, Technical Correction, Other STPL: ▶ Add funds in 18/19 in CON for \$554 — Delete funds in 19/20 in CON for \$554 Total project cost remains the same at \$624	CON previously EPSP'd from 19/20 to 18/19. Adjusting programming for accuracy on the financial constraint table
FRE170002: 1 Project									
Fresno, City of	LSTMP712	FRE170002 - Shaw Ave Streetlights - Cedar to Chestnut	Shaw Ave from Cedar to Chestnut; install LED streetlights with pedestrian scale lighting, underground conduit.	100%	\$954	\$0	\$954	RSTP - New Project STPL: ▶ Add funds in 20/21 in ENG for \$120 ▶ Add funds in 22/23 in CON for \$834 Total project cost \$954	New 19/20 STBG Lifeline Project
FRE170009: 1 Project									
Kerman, City of	LSTMP710	FRE170009 - Kearney Blvd Rehabilitation from Park to Del Norte	Kearney Blvd from Park Ave to Del Norte Ave; Pavement Rehabilitation and replacement of damaged curb/gutter/sidewalk sections, construction of ADA compliant curb ramps, signage, and striping.	100%	\$564	\$0	\$564	RSTP - New Project CITY: ▶ Add funds in 20/21 in ENG for \$5, CON for \$290 STPL: ▶ Add funds in 20/21 in ENG for \$40 ▶ Add funds in 21/22 in CON for \$229 Total project cost \$564	New 19/20 STBG-LL Project
FRE190021: 1 Project									
Clovis, City of	LSTMP743	FRE190021 - DeWolf & Owens Mountain Roundabout	DeWolf and Owens Mountain Intersection; Install a roundabout and associated improvements.	100%	\$1,017	\$0	\$1,017	Various - New Project CMAQ - Congestion Mitigation Regional: ▶ Add funds in 21/22 in ENG for \$111 ▶ Add funds in 22/23 in ROW for \$44 ▶ Add funds in 23/24 in CON for \$745 CITY: ▶ Add funds in 21/22 in ENG for \$14 ▶ Add funds in 22/23 in ROW for \$6 ▶ Add funds in 23/24 in CON for \$97 Total project cost \$1,017	New STBG RB Project
					\$12,371	\$624	\$12,995		

**2019 FTIP
GROUPED PROJECT LISTING
2019 FTIP AMENDMENT NO. 12, UPDATED 9/3/2020
DOLLARS IN \$1,000**

AGENCY	PROJECT CATEGORY	FTIP	PROJECT ID #	GROUPED LIST PROJECT #	PROJECT TITLE	PROJECT DESCRIPTION	FEDERAL FUNDS					TOTAL LOCAL	TOTAL FED	TOTAL COST	
							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22				FUTURE
Fresno, City of	CMAQ	'18-05	FRE020133	LSTMP481	Shields Avenue Bankside Trail	Southside of Shields from Fresno Street to First Street; bankside trail	\$88	\$878	\$0	\$0	\$0	\$0	\$674	\$966	\$1,640
Fresno, City of	CMAQ	'18-00	FRE020133	LSTMP536	Herndon Canal Metro Trail from Shields to McKinley	Along Herndon Canal from Shields Ave to McKinley Ave. Pedestrian and cycle trail, including benching and landscaping.	\$0	\$150	\$1,972	\$0	\$0	\$0	\$249	\$2,122	\$2,371
Fresno, City of	CMAQ	'18-00	FRE020133	LSTMP537	Clovis Ave Metro Trail from McKinley to Dayton Ave	Clovis Avenue from Shields Ave to McKinley Ave. Pedestrian and cycle trail, including benching and landscaping.	\$0	\$596	\$1,621	\$0	\$0	\$0	\$287	\$2,217	\$2,504
TOTAL FRE020133 - FRESNO TRAILS							\$88	\$1,624	\$3,593	\$0	\$0	\$0	\$1,210	\$5,305	\$6,515
Fresno, City of	CMAQ	'18-01	FRE020134	LSTMP640	Tulare Complete Streets - 6th to Cedar	Tulare from 6th to Cedar; Class II bike lanes, sidewalks, curb, gutter, curb ramps and streetlights.	\$0	\$0	\$0	\$242	\$1,902	\$0	\$442	\$2,144	\$2,586
Fresno, City of	CMAQ	'18-11	FRE020134	LSTMP720	Blackstone Ave - McKinley to Shields: Smart Mobility Project	Blackstone: McKinley to Shields; Class IV protected bike lane, traffic calming, curb ramp and median nose recon, bus stop platforms, signing and striping.	\$0	\$0	\$0	\$0	\$136	\$1,567	\$262	\$1,793	\$2,055
TOTAL FRE020134 - FRESNO BIKE PED							\$0	\$0	\$0	\$242	\$2,038	\$1,567	\$704	\$3,937	\$4,641
Fresno, City of	RSTP	'18-00	FRE020617	LSTMP486	Shields Overlay - Sunnyside to Fowler	Shields - Sunnyside to Fowler. Asphalt concrete overlay, curb ramps, signal loop detectors, and striping.	\$95	\$626	\$0	\$0	\$0	\$0	\$0	\$721	\$721
Fresno, City of	RSTP	'18-04	FRE020617	LSTMP553	First Street AC Overlay from Alluvial to Herndon	First Street from Alluvial to Herndon Ave; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping. (TC)	\$111	\$0	\$884	\$0	\$0	\$0	\$0	\$995	\$995
TOTAL FRE020617 - FRESNO PAVEMENT REHABILITATION 1							\$206	\$626	\$884	\$0	\$0	\$0	\$0	\$1,716	\$1,716
Clovis, City of	HES/HSIP	'18-02	FRE040401	LSTMP666	Clovis Pedestrian Signalization Upgrades	In the City of Clovis at Twenty-nine (29) different intersections; Install pedestrian push button systems and pedestrian countdown modules. (TC)	\$0	\$0	\$0	\$338	\$0	\$0	\$0	\$338	\$338
Coalinga, City of	HES/HSIP	'18-00	FRE040401	LSTMP403	SR 33 (Elm Ave) and Cambridge Ave-HSIP	Intersection of SR 33 (Elm Ave) and Cambridge Ave; Install traffic signals, signs, striping, sidewalks, curb and gutter, curb ramps, widen pavement, and other safety improvements	\$109	\$328	\$0	\$0	\$0	\$0	\$49	\$437	\$486
Fresno County	HES/HSIP	'18-02	FRE040401	LSTMP670	Ashlan/Palm Intersection - Signal Upgrades	At the intersection of Ashlan Ave. and Palm Ave; Upgrade existing 2-phase fixed timed traffic signal to 8-phase to include, but not limited to, left-turn phasing, larger vehicle heads, and new 2070 controller.	\$0	\$0	\$0	\$0	\$239	\$0	\$0	\$956	\$956
Fresno, City of	HES/HSIP	'18-02	FRE040401	LSTMP487	Chestnut and Shields Left-Turn Phasing	Intersection of Chestnut Avenue and Shields Avenue; Installation of protected left-turn phasing	\$34	\$0	\$0	\$0	\$437	\$0	\$116	\$472	\$588
Fresno, City of	HES/HSIP	'18-02	FRE040401	LSTMP579	Herndon Ave Corridor Pedestrian Signalization Upgrades	Herndon Ave between Golden State Blvd and Willow Ave; Upgrade twenty-three (23) signalized intersections with pedestrian countdown head equipment	\$26	\$200	\$0	\$0	\$0	\$0	\$0	\$226	\$226
Fresno, City of	HES/HSIP	'18-02	FRE040401	LSTMP580	Shaw Ave Corridor Pedestrian Signalization Upgrades	Shaw Ave between West Ave and Chestnut Ave; Upgrade fourteen (14) signalized intersections with pedestrian countdown head equipment	\$20	\$154	\$0	\$0	\$0	\$0	\$0	\$174	\$174
Fresno, City of	HES/HSIP	'18-00	FRE040401	LSTMP581	Left Turn Phase at Dakota and West	Intersection of Dakota Ave and West Ave; Install protected left turn phase	\$0	\$0	\$388	\$0	\$0	\$0	\$141	\$388	\$529
Fresno, City of	HES/HSIP	'18-02	FRE040401	LSTMP667	Fresno Pedestrian Signalization Upgrades - 86 Intersections	In the City of Fresno at Eighty-six (86) signalized intersections (on Belmont from Delno to Clovis, Olive from Fruit to Clovis, and various locations Downtown and in the Tower District); Install pedestrian countdown equipment.	\$0	\$922	\$0	\$0	\$0	\$0	\$40	\$922	\$962
Fresno, City of	HES/HSIP	'18-02	FRE040401	LSTMP668	First St Pedestrian Signalization Upgrades - 22 Intersections	First Street from Ventura Ave to Nees Ave; Upgrade pedestrian countdown equipment at Twenty-two (22) signalized intersections	\$0	\$250	\$0	\$0	\$0	\$0	\$21	\$250	\$271

GROUPED PROJECT LISTING
2019 FTIP AMENDMENT NO. 12, UPDATED 9/3/2020
DOLLARS IN \$1,000

AGENCY	PROJECT CATEGORY	FTIP	PROJECT ID #	GROUPED LIST PROJECT #	PROJECT TITLE	PROJECT DESCRIPTION	FEDERAL FUNDS					TOTAL LOCAL	TOTAL FED	TOTAL COST	
							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22				FUTURE
Fresno, City of	HES/HSIP	'18-02	FRE040401	LSTMP669	Fresno Pedestrian Signalization Upgrades - 25 Intersections	In the City of Fresno at twenty-five (25) signalized intersections (Fresno Street crossings at Thomas and San Jose; the intersection of Fresno and R Street (east/west), the intersection of Fresno and Clinton and various intersections along Fresno from B Street to Friant Road); Install two HAWK signals, two protected left turn signals and upgrade pedestrian countdown equipment.	\$0	\$0	\$0	\$0	\$545	\$0	\$8	\$545	\$553
Kingsburg, City of	HES/HSIP	'18-02	FRE040401	LSTMP582	Sierra St at Bethel Ave Single Lane Roundabout	Intersection of Sierra St (Conejo Ave) at Bethel Ave; Construct a single lane roundabout.	\$0	\$1,297	\$0	\$0	\$0	\$0	\$0	\$1,297	\$1,297
Reedley, City of	HES/HSIP	'18-02	FRE040401	LSTMP671	Reedley Roadway Safety Signing Audit - Various Locations	Minor Arterials and Arterial roadway segments (Reed Ave, Manning Ave, I St, 11th St, Dinuba Ave, Frankwood Ave, Olson Ave and Buttonwillow Ave); Evaluate roadway signing upgrades through the process of a Roadway Safety Signing Audit (RSSA), install and/or upgrade signs.	\$0	\$180	\$0	\$0	\$0	\$0	\$0	\$180	\$180
TOTAL FRE040401 - HIGHWAY SAFETY IMPROVEMENT PROGRAM PROJECTS							\$189	\$3,331	\$388	\$338	\$1,221	\$0	\$375	\$6,185	\$6,560
Clovis, City of	HBP	'18-07	FRE040501	LSTMP492	BRIDGE NO. PM00125, Bridge Preventative Maintenance Program (BPMP), various bridges in the City of Clovis.	BRIDGE NO. PM00125, Bridge Preventative Maintenance Program (BPMP), various bridges in the City of Clovis. See Caltrans Local Assistance HBP web site for backup list of bridges.	\$4	\$0	\$0	\$0	\$0	\$3	\$1	\$7	\$8
Fresno County	HBP	'18-07	FRE040501	LSTMP032	Bridge Preventative Maintenance Program	PM00009, Bridge Preventative maintenance Program, various locations. See Caltrans Local Assistance HBP web site for backup list of bridges.	\$3,825	\$0	\$0	\$0	\$3,876	\$3,145	\$1,405	\$10,845	\$12,250
Fresno County	HBP	'18-10	FRE040501	LSTMP280	Bridge No. 42C0047 lane replacement-Russell Over Outside Canal	Bridge No. 42C0047, N. Russell Over Outside Canal, 3.9 MI North of Nees Ave. Replace deficient 2 lane bridge with new 2 lane bridge	\$841	\$0	\$3,718	\$0	\$0	\$0	\$591	\$4,559	\$5,150
Fresno County	HBP	'18-07	FRE040501	LSTMP281	Bridge No. 42C0074 Lane replacement Nees Ave over Delta-Mendota Canal	Bridge NO. 42C0074, W Nees Ave., Over Delta - Medonta Canal, East of Douglas. Replace deficient 2 lane bridge with new 2 lane bridge.	\$859	\$0	\$0	\$0	\$0	\$3,225	\$529	\$4,084	\$4,613
Fresno County	HBP	'18-10	FRE040501	LSTMP283	Replace bridge #42C0343-E McKinley Ave. over Fresno Canal	Bridge No. 42C0343, E McKinley Ave., over Fresno Canal, 0.8 MI East of Academy Ave. Replace deficient 2 lane timber bridge with new 2 lane bridge. Toll credits programmed for PE, RW, and CON.	\$310	\$115	\$125	\$2,050	\$0	\$0	\$0	\$2,600	\$2,600
Fresno County	HBP	'18-10	FRE040501	LSTMP284	Replace bridge #42C0413-E Lincoln Ave. Over Travers Creek	Bridge No. 42C0413, E Lincoln Ave. Over Travers Creek, 0.5 MI East Of Alta Ave. Replace deficient 2 lane timber bridge with new 2 lane concrete slab bridge." Toll credits programmed for PE, RW, and CON.	\$360	\$0	\$120	\$0	\$0	\$1,400	\$0	\$1,880	\$1,880
Fresno County	HBP	'18-10	FRE040501	LSTMP285	Replace bridge #42C0417-E Parlier Ave. Over Travers Creek	Bridge No. 42C0417, E. Parlier Ave. Over Travers Creek , 0.2 MI E Englehart Ave. Replace deficient 2 lane bridge with new 2 lane bridge. Toll credits programmed for PE, RW, and CON.	\$360	\$0	\$70	\$0	\$0	\$1,100	\$0	\$1,530	\$1,530
Fresno County	HBP	'18-10	FRE040501	LSTMP286	Replace bridge #42C0502-E Lincoln Ave. Over Wahtoke Creek	BRIDGE NO. 42C0502, E. Lincoln Ave. Over Wahtoke Creek, 0.32 Mi. W Buttonwillow Ave. Replace deficient 2 lane bridge with new 2 lane bridge. Toll credits programmed for PE, RW, and CON.	\$459	\$1,590	\$702	\$0	\$0	\$0	\$0	\$2,752	\$2,752

GROUPED PROJECT LISTING
2019 FTIP AMENDMENT NO. 12, UPDATED 9/3/2020
DOLLARS IN \$1,000

AGENCY	PROJECT CATEGORY	FTIP	PROJECT ID #	GROUPED LIST PROJECT #	PROJECT TITLE	PROJECT DESCRIPTION	FEDERAL FUNDS					TOTAL LOCAL	TOTAL FED	TOTAL COST	
							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22				FUTURE
Fresno County	HBP	'18-02	FRE040501	LSTMP411	BRIDGE NO. 42C0066, W Manning Ave, Over James Bypass Overflow, 3.8 Miles West of SR145	BRIDGE NO. 42C0066, W Manning Ave, Over James Bypass Overflow, 3.8 Miles West of SR145. Replace structurally deficient two lane bridge with standard two lane bridge.	\$664	\$0	\$0	\$0	\$0	\$4,573	\$679	\$5,237	\$5,916
Fresno County	HBP	'18-02	FRE040501	LSTMP412	BRIDGE NO. 42C0067, W Manning Ave Over James Bypass Overflow, 3.2 Miles E of Colorado	BRIDGE NO. 42C0067, W Manning Ave Over James Bypass Overflow, 3.2 Miles East of Colorado. Replace two lane bridge and two lane bridge.	\$521	\$0	\$0	\$0	\$0	\$2,194	\$352	\$2,715	\$3,067
Fresno County	HBP	'18-02	FRE040501	LSTMP413	BRIDGE NO. 42C0078, Lost Hills Ave, over Jacalitos Creek, Jacalitos Creek Rd	BRIDGE NO. 42C0078, Lost Hills Ave, over Jacalitos Creek, Jacalitos Creek Rd. Replace two lane structurally deficient bridge with standard two lane bridge. Toll credits programmed for PE, R/W, and CON.	\$739	\$0	\$77	\$0	\$0	\$4,200	\$0	\$5,016	\$5,016
Fresno County	HBP	'18-07	FRE040501	LSTMP414	BRIDGE NO. 42C0270, Millerton Road, Over Little Dry Creek, 3.93 Miles East of Auberry Rd	BRIDGE NO. 42C0270, Millerton Road, Over Little Dry Creek, 3.93 Miles East of Auberry Rd. Replace two lane functionally obsolete bridge with standard two lane bridge. Toll credits programmed for PE, R/W, & CON.	\$326	\$0	\$0	\$0	\$74	\$2,346	\$0	\$2,746	\$2,746
Fresno County	HBP	'18-10	FRE040501	LSTMP417	Replace Bridge No. 42C0099-Ennis Rd over Sand Creek, 0.3 Mi. S George Smith Rd	BRIDGE NO. 42C0099, ENNIS RD OVER SAND CREEK, 0.3 MIS GEORGE SMITH RD. Replace two lane bridge with two lane bridge. Toll credits programmed fro PE, ROW & CON.	\$480	\$0	\$100	\$2,110	\$0	\$0	\$0	\$2,690	\$2,690
Fresno County	HBP	'18-00	FRE040501	LSTMP418	Replace Bridge No. 42C0134-Burrough Valley Rd Over Dry Creek	BRIDGE NO. 42C0134, BURROUGH VALLEY RD OVER DRY CREEK, JUST E/O TOLLHOUSE RD. Replace timber two lane bridge with two lane bridge.	\$660	\$0	\$0	\$0	\$0	\$2,833	\$452	\$3,493	\$3,945
Fresno County	HBP	'18-07	FRE040501	LSTMP419	Replace Bridge No. 42C0276-Englehart Ave over Reedley Main Canal	BRIDGE NO. 42C0276, S ENGLEHART AVENUE OVER REEDLEY MAIN CANAL, 0.3 MILES NORTH OF AMERICAN AVENUE. Replace two lane bridge with two lane bridge. Toll credits programmed for PE, ROW, and CON.	\$325	\$0	\$50	\$0	\$0	\$1,195	\$0	\$1,570	\$1,570
Fresno County	HBP	'18-02	FRE040501	LSTMP420	Replace Bridge No. 42C0289-N Frankwood Over Alta Main Canal	BRIDGE NO. 42C0289, N FRANKWOOD AVENUE OVER ALTA MAIN CANAL, 1.15 MI S OF PIEDRA ROAD. Replace two lane bridge with two lane bridge. Toll credits programmed for PE, ROW, and CON.	\$510	\$210	\$0	\$0	\$0	\$2,789	\$0	\$3,509	\$3,509
Fresno County	HBP	'18-10	FRE040501	LSTMP421	Replace Bridge No. 42C0317-Watts Valley Rd Over Watts Creek	BRIDGE NO. 42C0317, WATTS VALLEY RD OVER WATTS CREEK, 5.59 MI E/O PITTMAN HILL. Replace existing timber two lane bridge with two lane bridge. Toll credits programmed for PE, ROW, & CON.	\$410	\$1,786	\$126	\$0	\$0	\$0	\$0	\$2,322	\$2,322
Fresno County	HBP	'18-02	FRE040501	LSTMP422	Replace Bridge No. 42C0486-N Chateau Fresno Over Houghton Canal	BRIDGE NO. 42C0486, N CHATEAU FRESNO OVER HOUGHTON CANAL, 0.5 MI SOUTH OF BELMONT. Replace two lane bridge with two lane bridge. Toll credits programmed for PE, ROW, & CON.	\$521	\$0	\$0	\$0	\$0	\$1,952	\$0	\$2,473	\$2,473
Fresno County	HBP	'18-04	FRE040501	LSTMP441	BRIDGE NO. 42C0090, S GOLDEN STATE BL, OVER FOWLER SWITCH CANAL, 0.2 MI OF DINUBA AVE.	BRIDGE NO. 42C0090, S GOLDEN STATE BL, OVER FOWLER SWITCH CANAL, 0.2 MI OF DINUBA AVE. Replace 4 lane bridge with 4 lane bridge.	\$411	\$0	\$0	\$0	\$62	\$2,020	\$323	\$2,493	\$2,816
Fresno County	HBP	'18-10	FRE040501	LSTMP443	BRIDGE NO. 42C0001, NORTH FORK ROAD, OVER SAN JOAQUIN RIVER, 0.1 MI W/O FRIANT RD.	BRIDGE NO. 42C0001, NORTH FORK ROAD, OVER SAN JOAQUIN RIVER, 0.1 MI W/O FRIANT RD. Replace 2 lane bridge with 2 lane bridge.	\$877	\$0	\$0	\$0	\$774	\$0	\$1,125	\$8,683	\$9,808

GROUPED PROJECT LISTING
2019 FTIP AMENDMENT NO. 12, UPDATED 9/3/2020
DOLLARS IN \$1,000

AGENCY	PROJECT CATEGORY	FTIP	PROJECT ID #	GROUPED LIST PROJECT #	PROJECT TITLE	PROJECT DESCRIPTION	FEDERAL FUNDS					TOTAL LOCAL	TOTAL FED	TOTAL COST	
							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22				FUTURE
Fresno County	HBP	'18-02	FRE040501	LSTMP444	BRIDGE NO. 42C0038, E MANNING AVE, OVER FOWLER SWITCH CANAL, 1.0 MI W OF MCCALL AVE.	BRIDGE NO. 42C0038, E MANNING AVE, OVER FOWLER SWITCH CANAL, 1.0 MI W OF MCCALL AVE. Scour countermeasures project.	\$97	\$0	\$0	\$0	\$5	\$186	\$37	\$289	\$326
Fresno County	HBP	'18-02	FRE040501	LSTMP446	BRIDGE NO. 42C0348, S QUALITY AVE OVER FOWLER SWITCH CANAL, 0.02 MI S OF SWITCH AVE.	BRIDGE NO. 42C0348, S QUALITY AVE OVER FOWLER SWITCH CANAL, 0.02 MI S OF SWITCH AVE. Scour countermeasure project. Toll credits programmed for PE, R/W, & CON.	\$105	\$0	\$0	\$0	\$60	\$185	\$0	\$350	\$350
Fresno County	HBP	'18-02	FRE040501	LSTMP447	BRIDGE NO. 42C0445, E LINCOLN AVE, OVER FOWLER SWITCH CANAL, 0.5 MI E OF LEONARD AVE.	BRIDGE NO. 42C0445, E LINCOLN AVE, OVER FOWLER SWITCH CANAL, 0.5 MI E OF LEONARD AVE. Scour countermeasure project. Toll credits programmed for PE, R/W, & CON.	\$105	\$0	\$0	\$0	\$6	\$185	\$0	\$296	\$296
Fresno County	HBP	'18-02	FRE040501	LSTMP448	BRIDGE NO. 42C0447, S LEONARD AVE, OVER FOWLER SWITCH CANAL, 0.7 MI S OF MANNING AVE.	BRIDGE NO. 42C0447, S LEONARD AVE, OVER FOWLER SWITCH CANAL, 0.7 MI S OF MANNING AVE. Scour countermeasure project. Toll credits programmed for PE, R/W, & CON.	\$105	\$0	\$0	\$0	\$6	\$185	\$0	\$296	\$296
Fresno County	HBP	'18-02	FRE040501	LSTMP449	BRIDGE NO. 42C0448, S DE WOLF AVE, OVER FOWLER SWITCH CANAL, AT DINUBA AVE.	BRIDGE NO. 42C0448, S DE WOLF AVE, OVER FOWLER SWITCH CANAL, AT DINUBA AVE. Replace 2 lane bridge with 2 lane bridge. Toll credits programmed for PE, R/W, & CON.	\$449	\$0	\$0	\$0	\$115	\$2,070	\$0	\$2,634	\$2,634
Fresno County	HBP	'18-02	FRE040501	LSTMP450	BRIDGE NO. 42C0557, ADAMS AVE, OVER FOWLER SWITCH CANAL, 0.33 MI W OF MCCALL AVE.	BRIDGE NO. 42C0557, ADAMS AVE, OVER FOWLER SWITCH CANAL, 0.33 MI W OF MCCALL AVE. Scour countermeasure project.	\$93	\$0	\$0	\$0	\$5	\$164	\$34	\$262	\$296
Fresno County	HBP	'18-07	FRE040501	LSTMP493	BRIDGE NO. 42C0097, S EL DORADO AVE, OVER ARROYO PASAJERO, 2.0 MI NORTH OF JAYNE AVE.	BRIDGE NO. 42C0097, S EL DORADO AVE, OVER ARROYO PASAJERO, 2.0 MI NORTH OF JAYNE AVE. Replace 2 lane bridge with 2 lane bridge. Toll Credits programmed for PE, R/W & CON.	\$610	\$0	\$0	\$0	\$373	\$5,500	\$0	\$6,483	\$6,483
Fresno County	HBP	'18-02	FRE040501	LSTMP651	Replace Bridge No. 42C0496 - N Del Rey over Fresno Canal	BRIDGE NO. 42C0496, N DEL REY AVE, OVER FRESNO CANAL, 0.5 MI SOUTH OF MCKINLEY. Replace 2 lane bridge with 2 lane bridge. Toll credits programmed for PE, ROW, & CON.	\$515	\$0	\$0	\$0	\$0	\$1,900	\$0	\$2,415	\$2,415
Fresno, City of	HBP	'18-02	FRE040501	LSTMP442	BRIDGE NO. PM00116, Bridge Preventive Maintenance Program (BPMP)	BRIDGE NO. PM00116, Bridge Preventive Maintenance Program (BPMP), various bridges in the City of Fresno. See Caltrans Local Assistance HBP web site for backup list of bridges.	\$411	\$0	\$0	\$0	\$600	\$201	\$157	\$1,212	\$1,369
Sanger, City of	HBP	'18-10	FRE040501	LSTMP494	BRIDGE NO. PM00127, Bridge Preventative Maintenance Program (BPMP), various bridges in the City of Sanger.	BRIDGE NO. PM00127, Bridge Preventative Maintenance Program (BPMP), various bridges in the City of Sanger. See Caltrans Local Assistance HBP web site for backup list of bridges.	\$259	\$0	\$882	\$0	\$4	\$0	\$172	\$1,328	\$1,500
TOTAL FRE040501 - HIGHWAY BRIDGE PROGRAM PROJECTS							\$16,211	\$3,701	\$5,970	\$4,160	\$5,960	\$43,551	\$5,857	\$86,769	\$92,626
Caltrans	SHOPP	'18-01	FRE041001	LSTMP626	SR 41 Irrigation System Replacement: Jensen to Alluvial	On SR41 in the city of Fresno, from 0.1 mile south of Jensen Ave Overcrossing to Alluvial Ave Undercrossing; Replace irrigation system with a water efficient system.	\$0	\$554	\$2,036	\$0	\$0	\$0	\$0	\$2,590	\$2,590
Caltrans	SHOPP	'18-01	FRE041001	LSTMP629	Hwy 168 Replace Irrigation Valves	In Fresno and Clovis, at various locations between Route 180/168 Separation and Shepherd Ave: Replace black potable water irrigation valves with purple scrubber valves for recycled irrigation water.	\$0	\$2	\$528	\$1,819	\$0	\$0	\$0	\$2,349	\$2,349

GROUPED PROJECT LISTING
2019 FTIP AMENDMENT NO. 12, UPDATED 9/3/2020
DOLLARS IN \$1,000

AGENCY	PROJECT CATEGORY	FTIP	PROJECT ID #	GROUPED LIST PROJECT #	PROJECT TITLE	PROJECT DESCRIPTION	FEDERAL FUNDS					TOTAL LOCAL	TOTAL FED	TOTAL COST	
							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22				FUTURE
Caltrans	SHOPP	'18-11	FRE041001	LSTMP714	Hwy 99 Irrigation System Upgrade: Jensen to Stanislaus	On Hwy 99 in the city of Fresno, from north of Jensen Ave to north of Stanislaus St Overcrossing; also on Routes 41, 168, and 180 at various locations. Upgrade existing irrigation system to use recycled water.	\$0	\$0	\$0	\$600	\$1,001	\$15,320	\$0	\$16,921	\$16,921
TOTAL FRE041001 - SHOPP ROADSIDE PRESERVATION							\$0	\$556	\$2,564	\$2,419	\$1,001	\$15,320	\$0	\$21,860	\$21,860
Caltrans	130	'18-12	FRE070701	LSTMP696	Fowler RR Grade Crossing Improvements at Manning / Golden State	In the City of Fowler at the intersection of Manning Ave and Golden State Blvd; Railroad grade crossing improvements - Installation of new warning devices, roadway improvements, preemption signaling and pedestrian improvements.	\$0	\$0	\$830	\$1,936	\$0	\$0	\$0	\$2,766	\$2,766
TOTAL FRE070701 - 130 RAILROAD/HIGHWAY CROSSING							\$0	\$0	\$830	\$1,936	\$0	\$0	\$0	\$2,766	\$2,766
Caltrans	SHOPP	'18-01	FRE071003	LSTMP499	REPLACE BRIDGE AT I-5 AND TUMEY GULCH NEAR MENDOTA	Near Mendota on Interstate 5, at TumeY Gulch Bridge No. 42-0246L/R. Replace bridge. (G13 Contingency Project)	\$850	\$1,904	\$13,777	\$0	\$0	\$0	\$0	\$16,531	\$16,531
Caltrans	SHOPP	'18-01	FRE071003	LSTMP500	HWY 180 BRIDGE RAIL UPGRADES ON MILL CREEK BRIDGE AND SOUTH FORK KINGS RIVER BRIDGE	On Highway 180 near Squaw Valley, at Mill Creek Bridge No. 42-0080; also near Cedar Grove at South Fork Kings River Bridge No. 42-0024 PM 130.1. Bridge Rail Upgrade.	\$1,413	\$3,971	\$0	\$0	\$0	\$0	\$0	\$5,384	\$5,384
Caltrans	SHOPP	'18-01	FRE071003	LSTMP570	Bridge Rehabilitation on SR41 in Fresno at South Fresno Viaduct	On SR41 in Fresno at the South Fresno Viaduct No. 42-0226L/R (between Golden State Blvd and past Broadway). Replace failed joint seals and rehabilitate worn bridge decks with polyester concrete overly.	\$1,007	\$8,915	\$0	\$0	\$0	\$0	\$0	\$9,922	\$9,922
Caltrans	SHOPP	'18-11	FRE071003	LSTMP588	Hwy 33 Bridge Rehab at Colony Main, Helm, and Poso Canal Bridges	Hwy 33 in Fresno County, at Colony Main Canal Bridge No. 42-0031, Helm Canal Bridge No. 42-0033 and Poso Canal Bridge NO. 42-0034; also in Kern County on Route 58 at Main Drain Canal Bridge No. 50-0013. Repair erosion, clean and encase piers in concrete.	\$538	\$0	\$1,227	\$0	\$4,080	\$0	\$0	\$5,845	\$5,845
TOTAL FRE071003 - SHOPP BRIDGE REHABILITATION							\$3,808	\$14,790	\$15,004	\$0	\$4,080	\$0	\$0	\$37,682	\$37,682
Caltrans	SHOPP	'18-01	FRE071004	LSTMP595	Repair Vehicle Detection Systems - Routes 99, 41, 168, 180 - Various Locations	In Fresno County, on Routes 99, 41, 168, and 180 at various locations; also in Madera County on Route 99 at various locations. Repair vehicle detection systems.	\$800	\$1,467	\$4,211	\$0	\$0	\$0	\$0	\$6,478	\$6,478
Caltrans	SHOPP	'18-01	FRE071004	LSTMP609	Replace/Upgrade Traffic Management System - Routes 41, 99, 168, 180 - Various Locations	In and near the city of Fresno, from 0.1 mile south of North Avenue to the Madera County line; also on Route 99 (PM 19.36 to PM 21.9), Route 168 (PM R0.2L/R to PM R9.7), and Route 180 (PM R58.55 to PM R59.85). Replace and upgrade existing communication elements for the Traffic Management System (TMS).	\$619	\$1,974	\$0	\$17,831	\$0	\$0	\$0	\$20,424	\$20,424
Caltrans	SHOPP	'18-01	FRE071004	LSTMP625	Hwy 41 from Ashlan to Shaw; Construct NB Auxiliary Lane and add Lane to Shaw Offramp	Highway 41 near Fresno, from the northbound Ashlan Ave onramp to the northbound Shaw Av offramp; Construct northbound auxiliary lane and add an additional lane to the Shaw Avenue offramp.	\$0	\$1,300	\$2,557	\$0	\$19,100	\$0	\$0	\$22,957	\$22,957
Caltrans	SHOPP	'18-09	FRE071004	LSTMP628	Repair Transportation Management System (TMS) Elements in Various Counties	In Fresno, Kern, Kings, Madera, and Tulare Counties, at various locations. Repair Transportation Management System (TMS) elements.	\$0	\$400	\$910	\$6,170	\$0	\$0	\$0	\$7,480	\$7,480
TOTAL FRE071004 - SHOPP MOBILITY							\$1,419	\$5,141	\$7,678	\$24,001	\$19,100	\$0	\$0	\$57,339	\$57,339
Caltrans	SHOPP	'18-01	FRE071007	LSTMP502	HWY 99 ROADWAY REHABILITATION FROM ROUTE 201 TO SECOND STREET	Highway 99 in and near Kingsburg, from Route 201 to south of Second Street. Roadway rehabilitation.	\$2,116	\$45,226	\$0	\$0	\$0	\$0	\$0	\$47,342	\$47,342

GROUPED PROJECT LISTING
2019 FTIP AMENDMENT NO. 12, UPDATED 9/3/2020
DOLLARS IN \$1,000

AGENCY	PROJECT CATEGORY	FTIP	PROJECT ID #	GROUPED LIST PROJECT #	PROJECT TITLE	PROJECT DESCRIPTION	FEDERAL FUNDS					TOTAL LOCAL	TOTAL FED	TOTAL COST	
							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22				FUTURE
Caltrans	SHOPP	'18-01	FRE071007	LSTMP587	Replace damaged drainage systems on Hwy 198 at various locations	Hwy 198 in Fresno County, at various locations (also in Kern County on Route 119 at various locations), replace damage drainage systems.	\$1,647	\$1,825	\$0	\$0	\$0	\$0	\$0	\$3,472	\$3,472
Caltrans	SHOPP	'18-02	FRE071007	LSTMP594	HWY 99 Rose to Merced - CRCP	Highway 99 in and near Selma and Fowler, from 0.1 south of Rose Avenue Undercrossing to Merced Street Undercrossing. Replace pavement with Continuous Reinforced Concrete Pavement (CRCP). Update curb ramps to meet current ADA standards.	\$845	\$2,024	\$56	\$0	\$0	\$0	\$0	\$99,925	\$99,925
Caltrans	SHOPP	'18-09	FRE071007	LSTMP608	HWY 168 Roadway Rehabilitation near Prather from Sample Rd to Oak Creek Rd	Near Prather, from Sample Road to Oak Creek Road. Upgrade barrier railing, cold plane pavement, place Hot Mix Asphalt (HMA) and Rubberized Hot Mix Asphalt concrete	\$750	\$1,231	\$10,045	\$0	\$0	\$0	\$0	\$12,026	\$12,026
Caltrans	SHOPP	'18-09	FRE071007	LSTMP627	SR 198 Culvert Repair/Replacement at Various Locations	In Fresno County, on Route 198 at various locations. Improve drainage facilities by repairing or replacing culverts.	\$0	\$3,000	\$3,860	\$0	\$0	\$0	\$0	\$24,560	\$24,560
Caltrans	SHOPP	'18-11	FRE071007	LSTMP652	SR 145 Pavement Rehab - Kamm to Manning	SR 145 Near Helm, from Kamm Ave to Manning Ave. Pavement rehabilitation.	\$0	\$820	\$930	\$9,000	\$0	\$0	\$0	\$10,750	\$10,750
Caltrans	SHOPP	'18-11	FRE071007	LSTMP665	HWY 99 Roadway Rehabilitation: El Dorado to Clinton	On Highway 99 in the City of Fresno, from south of El Dorado St to Clinton Ave. Rehabilitate roadway, repair or replace culverts, construct pumping plants, and remove or replace bridges. (Long Lead Project)	\$0	\$20,000	\$0	\$0	\$19,800	\$327,500	\$0	\$367,300	\$367,300
Caltrans	SHOPP	'18-11	FRE071007	LSTMP685	Hwy 5 Pavement Rehabilitation from Three Rocks to Panoche	Near Mendota, from north of Three Rocks Rd to south of Panoche Rd; Pavement rehabilitation, repair culverts and upgrade Transportation Management Systems (TMS) field elements.	\$0	\$2,000	\$0	\$1,510	\$44,200	\$0	\$0	\$47,710	\$47,710
Caltrans	SHOPP	'18-11	FRE071007	LSTMP715	Hwy 168 Drainage Systems Rehabilitation: Fowler to Warbler	Hwy 168 in and near Clovis, from Fowler Ave to east of Warbler Lane near Shaver Lake (PM R8.28/45.8) at various locations. Rehabilitate drainage systems. [Long Lead Project]	\$0	\$0	\$0	\$4,500	\$0	\$0	\$23,670	\$4,500	\$28,170
Caltrans	SHOPP	'18-11	FRE071007	LSTMP716	Rte 33 Pavement Rehabilitation: Merced to Cambridge	Rte 33 in and near Coalinga, from south of Merced Ave to north of Cambridge Ave. Rehabilitate pavement, replace signs, upgrade guardrail and facilities to Americans with Disabilities Act (ADA) standards, and install Transportation Management System (TMS) elements. [Long Lead Project]	\$0	\$0	\$0	\$1,700	\$0	\$0	\$14,800	\$1,700	\$16,500
Caltrans	SHOPP	'18-11	FRE071007	LSTMP717	Rte 33 Roadway Rehabilitation: Morris Kyle to Clyde Fannon	Rte 33 in and near Firebaugh, from Morris Kyle Drive to 0.6 mile north of Clyde Fannon Drive. Rehabilitate roadway, replace signs, install Transportation Management System (TMS) elements, upgrade guardrail, and rehabilitate drainage systems.	\$0	\$0	\$0	\$1,700	\$0	\$15,560	\$0	\$19,361	\$19,361
Caltrans	SHOPP	'18-11	FRE071007	LSTMP718	I-5 Pavement Rehabilitation: Shields to Merced County Line	Interstate 5 near Los Banos, from Shields Avenue to Merced County line (PM 66.159). Rehabilitate pavement, install Transportation Management System(TMS) elements, and upgrade signs, guardrail, and lighting.	\$0	\$0	\$0	\$1,491	\$1,119	\$0	\$0	\$20,750	\$20,750
TOTAL FRE071007 - SHOPP ROADWAY PRESERVATION							\$5,358	\$76,126	\$14,891	\$19,901	\$65,119	\$343,060	\$38,470	\$659,396	\$697,866
Caltrans	SHOPP	'18-01	FRE071010	LSTMP496	I-5 Coalinga-Avenal Safety Roadside Rest Area, Water and Wastewater Systems Repairs	Near Coalinga on Interstate 5 at the Coalinga-Avenal Safety Roadside Rest Area. Repair aging Water and Wastewater Systems.	\$909	\$5,452	\$0	\$0	\$0	\$0	\$0	\$6,361	\$6,361

GROUPED PROJECT LISTING
2019 FTIP AMENDMENT NO. 12, UPDATED 9/3/2020
DOLLARS IN \$1,000

AGENCY	PROJECT CATEGORY	FTIP	PROJECT ID #	GROUPED LIST PROJECT #	PROJECT TITLE	PROJECT DESCRIPTION	FEDERAL FUNDS						TOTAL LOCAL	TOTAL FED	TOTAL COST	
							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22	FUTURE				
Caltrans	SHOPP	'18-00	FRE071010	LSTMP497	HWY 99 from American Ave to N of Tulare Kings River Bridge; gore/misc paving, vehicle pull outs, irrigation system repair	Highway 99 Near Fresno, from the Tulare line to American Ave; also in Tulare County, from 0.9 mile north of Kings River Bridge to Fresno County line. Pave gore and miscellaneous areas, construct maintenance vehicle pull outs and repair irrigation systems.	\$4,653	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,653	\$4,653
Caltrans	SHOPP	'18-01	FRE071010	LSTMP586	Centerline Rumble Strip on HWY 168 between Shepherd Ave and Lockwood Lane	Hwy 168 in Fresno County, between Shepherd Avenue and Lockwood Lane and Lodge Road Park and Ride and Tollhouse/Auberry Roads. Construct centerline rumble strip.	\$856	\$1,147	\$0	\$0	\$0	\$0	\$0	\$0	\$2,003	\$2,003
Caltrans	SHOPP	'18-01	FRE071010	LSTMP593	Rumble Strip and Pavement Delineation on HWY 43 - Kings County Line to E. Mountain View	Highway 43 near Selma, from Kings County Line to East Mountain View Avenue. Construct rumble strips and update pavement delineation.	\$772	\$1,228	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000
Caltrans	SHOPP	'18-04	FRE071010	LSTMP684	Rumble Strip on Hwy 41 Near Easton	Near Easton, from Elkhorn Ave to North Ave; Construct rumble strips.	\$0	\$400	\$730	\$1,800	\$0	\$0	\$0	\$0	\$2,930	\$2,930
Caltrans	SHOPP	'18-09	FRE071010	LSTMP686	Centerline and Shoulder Rumble Strips on Hwy 145 from Rte 5 to Church	Hwy 145 near Kerman, from Rte 5 to Church Ave; Construct centerline and shoulder rumble strips.	\$0	\$0	\$470	\$960	\$4,350	\$0	\$0	\$0	\$5,780	\$5,780
Caltrans	SHOPP	'18-09	FRE071010	LSTMP693	Hwy 180 at Dickenson Ave Roundabout	On Hwy 180 near Rolinda, from 0.3 mile west to 0.3 mile east of Dickenson Ave; Construct roundabout	\$0	\$0	\$1,600	\$0	\$2,500	\$7,980	\$0	\$0	\$12,080	\$12,080
Caltrans	SHOPP	'18-10	FRE071010	LSTMP708	SR 41 at Mount Whitney Ave Roundabout	On SR 41 near Camden, from 0.2 mile south to 0.2 miles north of Mount Whitney Ave; Construct roundabout.	\$0	\$0	\$1,200	\$2,550	\$0	\$0	\$0	\$0	\$13,750	\$13,750
Caltrans	SHOPP	'18-10	FRE071010	LSTMP709	SR 41 at Elkhorn Ave Roundabout	On SR 41 near Wildflower, from 0.3 mile south to 1.0 mile north of East Elkhorn Ave; Construct roundabout	\$0	\$0	\$1,200	\$2,400	\$0	\$0	\$0	\$0	\$13,600	\$13,600
Caltrans	SHOPP	'18-11	FRE071010	LSTMP713	SR41 Maintenance Vehicle Pullouts - Ventura to Friant	SR 41 in the city of Fresno, from Ventura Ave Viaduct to Friant Rd; Construct Maintenance Vehicle Pullouts (MVPs), access gates, relocate irrigation facilities, and pave beyond gore	\$0	\$0	\$0	\$431	\$1,209	\$0	\$0	\$0	\$10,776	\$10,776
Caltrans	SHOPP	'18-12	FRE071010	LSTMP744	HWY 180 Median Barrier: Clovis to Temperance	On Hwy 180 in and near Fresno from Clovis Ave to Temperance Ave; Construct concrete median barrier and upgrade sign panels and guardrail.	\$0	\$0	\$0	\$520	\$1,110	\$5,440	\$0	\$0	\$7,070	\$7,070
TOTAL FRE071010 - SHOPP COLLISION REDUCTION							\$7,190	\$8,227	\$5,200	\$8,661	\$9,169	\$13,420	\$0	\$0	\$81,003	\$81,003
Caltrans	Minor Program	'18-01	FRE090000	LSTMP650	HWY 41 at WB 180; Install Concrete Barrier	Highway 41 in Fresno, at the westbound 180 connector ramp; install concrete barrier.	\$0	\$865	\$0	\$0	\$0	\$0	\$0	\$0	\$865	\$865
Caltrans	Minor Program	'18-06	FRE090000	LSTMP692	Hwy 99/180 Intersection; Install Concrete Guardrail	In Fresno, at the Route 99/180 Intersection; Install concrete guardrail.	\$0	\$0	\$1,758	\$0	\$0	\$0	\$0	\$0	\$1,758	\$1,758
TOTAL FRE090000 - MINOR PROGRAM PROJECTS							\$0	\$865	\$1,758	\$0	\$0	\$0	\$0	\$0	\$2,623	\$2,623
Fresno County	CMAQ	'18-10	FRE090130	LSTMP534	American Ave Shoulder Improvements from Madera Ave to Placer Ave	American Ave from Madera Ave to Placer Ave; Shoulder improvements - construct 4ft wide paved shoulders on each side of existing 24ft travel way.	\$422	\$0	\$0	\$0	\$1,889	\$0	\$299	\$2,311	\$2,610	
Fresno County	CMAQ	'18-00	FRE090130	LSTMP535	Jensen Ave Shoulder Improvements from Dickensen to Madera Ave	Jensen Ave from Dickensen to Madera Ave. Shoulder improvements; construct 4-foot wide paved shoulders on each side of existing 24-foot travel way.	\$371	\$0	\$1,615	\$0	\$0	\$0	\$257	\$1,986	\$2,243	
Fresno County	CMAQ	'18-08	FRE090130	LSTMP643	Goodfellow Ave Shoulder Improvements from Channel to Reed	Goodfellow Ave from 0.71 E/O Channel Rd to Reed Ave. Shoulder improvements; construct 8-foot wide paved shoulders on each side of existing travel way.	\$0	\$345	\$0	\$3,572	\$0	\$0	\$508	\$3,917	\$4,425	
Fresno County	CMAQ	'18-09	FRE090130	LSTMP644	Mountain View Ave Shoulder Improvements from Fowler to McCall	Mountain View Ave from Fowler Ave to McCall Ave. Shoulder improvements; construct 8-foot wide paved shoulders on each side of existing travel way.	\$0	\$166	\$0	\$2,518	\$0	\$0	\$348	\$2,684	\$3,032	

GROUPED PROJECT LISTING
2019 FTIP AMENDMENT NO. 12, UPDATED 9/3/2020
DOLLARS IN \$1,000

AGENCY	PROJECT CATEGORY	FTIP	PROJECT ID #	GROUPED LIST PROJECT #	PROJECT TITLE	PROJECT DESCRIPTION	FEDERAL FUNDS					TOTAL LOCAL	TOTAL FED	TOTAL COST	
							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22				FUTURE
Fresno County	CMAQ	'18-09	FRE090130	LSTMP644	Mountain View Ave Shoulder Improvements from Fowler to McCall	Mountain View Ave from Fowler Ave to McCall Ave. Shoulder improvements; construct 8-foot wide paved shoulders on each side of existing travel way.	\$0	\$166	\$0	\$2,518	\$0	\$0	\$348	\$2,684	\$3,032
Fresno County	CMAQ	'18-11	FRE090130	LSTMP704	Lincoln Ave Shoulder Improvements: SR145 to Grantland Alignment	Lincoln Avenue from SR 145 (Madera Ave) to Grantland Alignment. Construct 4-foot wide paved shoulders on each side of the existing 24-foot travel way.	\$0	\$0	\$0	\$2,479	\$0	\$0	\$346	\$2,479	\$2,825
TOTAL FRE090130 - FRESNO ITS SAFETY IMPROVEMENTS							\$793	\$677	\$1,615	\$11,087	\$1,889	\$0	\$2,106	\$16,061	\$18,167
Fresno, City of	CMAQ	'18-05	FRE090137	LSTMP544	ITS Installation and synchronization of Ventura/Kings Canyon from Van Ness to Chestnut	Ventura/Kings Canyon from Van Ness Ave to Chestnut Ave; Install adaptive ITS system, cabinets, fiber & network, cameras, detection, and synchronize corridor.	\$128	\$0	\$1,796	\$0	\$0	\$0	\$17	\$1,924	\$1,941
Fresno, City of	CMAQ	'18-06	FRE090137	LSTMP545	ITS Installation and synchronization of Blackstone/Friant from McKinley to Shepherd	Blackstone/Friant Ave from McKinley Ave to Shepherd Ave; Install adaptive ITS system, upgrade detection, and synchronize corridor.	\$182	\$0	\$0	\$2,568	\$0	\$0	\$24	\$2,749	\$2,773
Fresno, City of	CMAQ	'18-05	FRE090137	LSTMP546	ITS Installation and synchronization of Blackstone/Abby from Divisadero to McKinley	Blackstone/Abby Ave from Divisadero Ave to McKinley Ave; Install adaptive ITS system, vaults, cabinets, cameras, detection, and synchronize corridor.	\$134	\$0	\$0	\$1,505	\$0	\$0	\$17	\$1,640	\$1,657
Fresno, City of	CMAQ	'18-01	FRE090137	LSTMP645	ITS Ashlan from Cornelia to Blackstone	ITS Ashlan Ave from Cornelia Ave to Blackstone Ave; Install ITS synchronization, communications, 2070L controllers, cameras, detection, vaults and cabinets (TC)	\$0	\$0	\$0	\$220	\$1,734	\$0	\$0	\$1,954	\$1,954
Fresno, City of	CMAQ	'18-09	FRE090137	LSTMP695	ITS Jensen Ave adaptive Traffic Signal Synchronization Project	Jensen Ave from Elm Ave to Temperance Ave; install Adaptive ITS System, upgrade detection, and synchornize corridor	\$260	\$2,340	\$0	\$0	\$0	\$0	\$337	\$2,600	\$2,937
Fresno, City of	CMAQ	'18-11	FRE090137	LSTMP736	ITS Friant Ave adaptive Traffic Signal Synchronization Project	Friant Ave from Shepherd to Copper River; install Adaptive ITS System, upgrade detection, and synchronize corridor	\$0	\$0	\$0	\$0	\$220	\$0	\$257	\$1,983	\$2,240
TOTAL FRE090137 - FRESNO ITS SAFETY IMPROVEMENTS							\$704	\$2,340	\$1,796	\$4,293	\$1,954	\$0	\$652	\$12,850	\$13,502
Fresno, City of	RSTP	'18-04	FRE090611	LSTMP549	Blackstone AC Overlay from Dakota to Ashlan	Blackstone Avenue from Dakota to Ashlan; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	\$127	\$2,106	\$0	\$0	\$0	\$0	\$0	\$2,232	\$2,232
Fresno, City of	RSTP	'18-00	FRE090611	LSTMP550	Abby AC Overlay from Divisadero to Olive	Abby Street from Divisadero to Olive; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping. (TC)	\$142	\$0	\$0	\$1,382	\$0	\$0	\$0	\$1,524	\$1,524
Fresno, City of	RSTP	'18-04	FRE090611	LSTMP551	Southbound Friant AC Overlay from Champlain to Shepherd	Southbound Friant Rd from Champlain to Shepherd; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	\$92	\$971	\$0	\$0	\$0	\$0	\$0	\$1,063	\$1,063
Fresno, City of	RSTP	'18-11	FRE090611	LSTMP552	Jensen AC Overlay from Cornelia to Chateau Fresno	Jensen Ave from Cornelia to Chateau Fresno; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.(TC)	\$192	\$0	\$0	\$0	\$0	\$0	\$0	\$3,318	\$3,318
Fresno, City of	RSTP	'18-00	FRE090611	LSTMP556	Belmont Ave AC Overlay from Cedar to Chestnut	Belmont Ave from Cedar Ave to Chestnut Ave; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	\$147	\$1,271	\$0	\$0	\$0	\$0	\$0	\$1,418	\$1,418
Fresno, City of	RSTP	'18-08	FRE090611	LSTMP557	Jensen Ave AC Overlay from SR41 to MLK	Jensen Ave from State Route 41 to Martin Luther King Jr.; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping. (TC)	\$148	\$0	\$96	\$1,176	\$0	\$0	\$0	\$1,421	\$1,421
Fresno, City of	RSTP	'18-00	FRE090611	LSTMP558	Ashlan Ave AC Overlay from First to Millbrook	Ashlan Avenue from First Street to Millbrook Avenue; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping. (TC)	\$63	\$0	\$502	\$0	\$0	\$0	\$0	\$566	\$566

GROUPED PROJECT LISTING
2019 FTIP AMENDMENT NO. 12, UPDATED 9/3/2020
DOLLARS IN \$1,000

AGENCY	PROJECT CATEGORY	FTIP	PROJECT ID #	GROUPED LIST PROJECT #	PROJECT TITLE	PROJECT DESCRIPTION	FEDERAL FUNDS						TOTAL LOCAL	TOTAL FED	TOTAL COST
							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22	FUTURE			
Fresno, City of	RSTP	'18-00	FRE090611	LSTMP559	Inyo St AC Overlay from Van Ness to P St	Inyo Street AC Overlay from Van Ness Ave to P Street; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping. (TC)	\$108	\$0	\$595	\$0	\$0	\$0	\$0	\$703	\$703
Fresno, City of	RSTP	'18-08	FRE090611	LSTMP617	Bullard Ave AC Overlay: First to Cedar	Bullard Ave from First St to Cedar Ave; AC Overlay, plus curb ramp improvements, signal loop detectors, signage, striping, and Class II bike lane	\$0	\$129	\$1,504	\$0	\$0	\$0	\$301	\$1,633	\$1,934
Fresno, City of	RSTP	'18-11	FRE090611	LSTMP662	Chestnut Ave Overlay: Kings Canyon to Butler	Chestnut Ave from Kings Canyon to Butler; Asphalt overlay and installation of curb ramps, signal loop detectors, class II bike lanes, signage and striping	\$0	\$158	\$0	\$0	\$0	\$0	\$221	\$1,863	\$2,084
Fresno, City of	RSTP	'18-11	FRE090611	LSTMP711	Blackstone Ave AC Overlay: Minarets to Nees	Blackstone Ave from Minarets to Nees; AC Overlay, Class II bike lane, sidewalk, curb ramps, curb, gutter, signage, striping, signal loops	\$0	\$0	\$0	\$0	\$244	\$2,859	\$0	\$3,141	\$3,141
TOTAL FRE090611 - FRESNO PAVEMENT REHABILITATION 2							\$1,019	\$4,635	\$2,697	\$2,558	\$244	\$2,859	\$522	\$18,882	\$19,404
Fresno County	RSTP	'18-00	FRE090621	LSTMP367	Mount Whitney Avenue AC Overlay- 2.44 Miles w/o Sonoma Avenue to Sonoma Avenue	Mount Whitney Avenue from 2.44 Miles w/o Sonoma Avenue to Sonoma Avenue; Road Reconstruction	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$3,000
Fresno County	RSTP	'18-10	FRE090621	LSTMP610	Jensen Rehabilitation: Fig to Fruit	Jensen Ave from Fig Ave to Fruit Ave; Road rehabilitation, including bike lanes and curb ramps	\$534	\$0	\$0	\$0	\$0	\$0	\$170	\$3,774	\$3,944
Fresno County	RSTP	'18-08	FRE090621	LSTMP620	McCall Ave Overlay: SR 180 to Shaw	McCall Ave from 0.3 miles n/o SR 180 to Shaw Ave; AC Overlay.	\$447	\$0	\$0	\$2,055	\$0	\$0	\$629	\$2,502	\$3,131
Fresno County	RSTP	'18-01	FRE090621	LSTMP624	Nees Ave HMA Overlay from Millux Align to Russell	Nees Ave from Millux Align to Russell; furnishing and placing hot mix asphalt concrete (HMA) overlay and shoulder backing.	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$800
Fresno County	RSTP	'18-11	FRE090621	LSTMP659	Jensen Ave Rehab: Fruit Westward	Jensen Ave from Fruit Ave to West Ave; Road rehabilitation, including bike lane striping	\$0	\$252	\$0	\$0	\$0	\$0	\$183	\$1,413	\$1,596
Fresno County	RSTP	'18-11	FRE090621	LSTMP703	Lincoln Ave CCPR Rehabilitation: SR145 to Grantland Alignment	Lincoln Ave from SR 145 (Madera Ave) to Grantland Alignment (near Cold Central Plant Recycling); Road Rehabilitation	\$0	\$0	\$0	\$3,895	\$0	\$0	\$553	\$3,895	\$4,448
TOTAL FRE090621 - FRESNO COUNTY PAVEMENT REHABILITATION							\$1,781	\$252	\$0	\$5,950	\$0	\$0	\$4,535	\$12,384	\$16,919
Caltrans	SHOPP	'18-01	FRE091001	LSTMP498	Construct ADA compliant pedestrian path on HWY 33 from Morris Kyle Drive to Clyde Fannon Drive	Highway 33 in Firebaugh from south of Morris Kyle Drive to Clyde Fannon Drive. Construct continuous accessible pedestrian path to comply with Americans with Disabilities Act (ADA) standards.	\$1,241	\$3,176	\$0	\$0	\$0	\$0	\$0	\$4,417	\$4,417
TOTAL FRE091001 - SHOPP MANDATES PROGRAM							\$1,241	\$3,176	\$0	\$0	\$0	\$0	\$0	\$4,417	\$4,417
Fresno, City of	RSTP	'18-12	FRE092610	LSTMP560	Gates/San Jose Traffic Signal	Intersection of Gates Ave and San Jose Ave; Traffic signal installation and striping.	\$70	\$554	\$0	\$0	\$0	\$0	\$0	\$624	\$624
TOTAL FRE092610 - FRESNO SIGNALS INSTALLATION SAFETY PROJECTS							\$70	\$554	\$0	\$0	\$0	\$0	\$0	\$624	\$624
Clovis, City of	RSTP	'18-04	FRE130064	LSTMP561	Armstrong Ave Rehabilitation from Barstow to Bullard	Armstrong Avenue from Barstow Avenue to Bullard Avenue; Road rehabilitation: grinding, new asphalt concrete, adjusting utilities, constructing ADA and signal pedestrian improvements, installing traffic devices and loops, and re-striping.	\$50	\$816	\$0	\$0	\$0	\$0	\$0	\$866	\$866
Clovis, City of	RSTP	'18-04	FRE130064	LSTMP562	Temperance Ave Rehabilitation from Shaw to Barstow	Temperance Avenue from Shaw Avenue to Barstow Avenue; Road rehabilitation: grinding, new asphalt concrete, adjusting utilities, constructing ADA and signal pedestrian improvements, installing traffic devices and loops, and re-striping.	\$50	\$875	\$0	\$0	\$0	\$0	\$0	\$925	\$925

GROUPED PROJECT LISTING
2019 FTIP AMENDMENT NO. 12, UPDATED 9/3/2020
DOLLARS IN \$1,000

AGENCY	PROJECT CATEGORY	FTIP	PROJECT ID #	GROUPED LIST PROJECT #	PROJECT TITLE	PROJECT DESCRIPTION	FEDERAL FUNDS					TOTAL LOCAL	TOTAL FED	TOTAL COST	
							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22				FUTURE
Clovis, City of	RSTP	'18-00	FRE130064	LSTMP616	Clovis Ave Rehab: Nees to Alluvial	Clovis Ave from Nees Ave to Alluvial Ave; Street rehabilitation, including curb, signal, signage, detector loops, and striping.	\$0	\$0	\$89	\$832	\$0	\$0	\$119	\$921	\$1,040
Clovis, City of	RSTP	'18-00	FRE130064	LSTMP618	Barstow Ave Rehab: Minnewawa to Clovis	Barstow Ave from Minnewawa Ave to Clovis Ave; Road rehabilitation, including curb, signal, signage, detector loops, and striping (TC)	\$0	\$0	\$65	\$514	\$0	\$0	\$0	\$579	\$579
Clovis, City of	RSTP	'18-04	FRE130064	LSTMP619	Shaw Ave Rehab: Sunnyside to Fowler	Shaw Ave from Sunnyside Ave to Fowler Ave; Street rehabilitation, including curb, signal, signage, detector loops, and striping. (TC)	\$0	\$0	\$113	\$0	\$0	\$0	\$0	\$1,218	\$1,218
Clovis, City of	RSTP	'18-10	FRE130064	LSTMP698	Villa Ave Rehabilitation; Barstow to Shaw	Villa Ave from Barstow Ave to Shaw Ave; Road rehabilitation including grinding, paving, concrete, installing traffic devices, and restriping	\$0	\$0	\$0	\$723	\$0	\$0	\$94	\$723	\$817
Clovis, City of	RSTP	'18-11	FRE130064	LSTMP699	Fowler Ave Rehabilitation; Alluvial to Nees	Fowler Ave from Alluvial Ave to Nees Ave; Road rehabilitation including grinding, paving, concrete, installing traffic devices, and restriping	\$0	\$0	\$0	\$79	\$0	\$0	\$137	\$1,059	\$1,196
Clovis, City of	RSTP	'18-10	FRE130064	LSTMP700	Villa Ave Rehabilitation; Bullard to Barstow	Villa Ave from Bullard Ave to Barstow Ave; Road rehabilitation including grinding, paving, concrete, installing traffic devices, and restriping	\$0	\$0	\$0	\$58	\$726	\$0	\$102	\$784	\$886
Clovis, City of	RSTP	'18-11	FRE130064	LSTMP741	Fowler Ave Rehabilitation: Ashlan to City Limit	Fowler Ave from Ashlan Ave to City Limit; Road rehabilitation including grinding, paving, concrete, installing traffic devices, and restriping	\$0	\$0	\$0	\$92	\$0	\$0	\$150	\$400	\$550
TOTAL FRE130064 - CLOVIS PAVEMENT REHABILITATION							\$100	\$1,691	\$267	\$2,298	\$726	\$0	\$602	\$7,475	\$8,077
Coalinga, City of	RSTP	'18-04	FRE130065	LSTMP611	Polk Street Rehabilitation: Elm to 5th	Polk Street from Elm Ave to 5th Street; Rehabilitation to replace asphalt pavement, install new sidewalk, curb, and gutter	\$0	\$0	\$505	\$0	\$0	\$0	\$66	\$504	\$570
Coalinga, City of	RSTP	'18-10	FRE130065	LSTMP664	Sunset St Rehabilitation: Polk to Van Ness	Sunset St from Polk St to Van Ness Ave; Rehabilitate, resurface, and replace existing AC pavement, grading base material, construct ADA ramps, sidewalks, curb and gutter, driveways, valley gutters, storm drain, electrical pull-boxes, traffic striping, and traffic signage.	\$0	\$0	\$0	\$500	\$0	\$0	\$918	\$500	\$1,418
Coalinga, City of	RSTP	'18-10	FRE130065	LSTMP697	Polk Street Rehabilitation: Monterey to Elm	West Polk St from Monterey Ave to Elm Ave; Rehabilitation to replace asphalt pavement, install new shared bike lanes, crosswalks, and ADA ramps.	\$0	\$0	\$0	\$128	\$466	\$0	\$77	\$594	\$671
Firebaugh, City of	RSTP	'18-11	FRE130065	LSTMP706	8th St Rehabilitation: P to SR33	8th Street from P St to SR33; Pavement Rehabilitation	\$0	\$0	\$0	\$0	\$270	\$0	\$0	\$270	\$270
Fowler, City of	RSTP	'18-04	FRE130065	LSTMP613	Adams Ave Rehabilitation: 5th to Merced	Adams Ave from 5th St to Merced St; Rehabilitation of pavement and pedestrian facilities	\$0	\$58	\$0	\$0	\$384	\$0	\$57	\$442	\$499
Fowler, City of	RSTP	'18-10	FRE130065	LSTMP660	Adams Ave Rehab: Merced to Temperance	Adams Ave from Merced St to Temperance Ave; Pavement and pedestrian facility rehabilitation	\$0	\$61	\$852	\$0	\$0	\$0	\$8	\$914	\$922
Fowler, City of	RSTP	'18-10	FRE130065	LSTMP661	Manning Ave Rehab: SR99 NB On-ramp to City Limits	Manning Ave from SR99 Northbound On-ramp to Fowler East City Limits; Pavement and pedestrian facilities rehabilitation	\$0	\$77	\$847	\$0	\$0	\$0	\$10	\$924	\$934
Kerman, City of	RSTP	'18-00	FRE130065	LSTMP614	Kearney Blvd Rehab & Reconstruction: Madera to Vineland	Kearney Blvd from Madera Ave (SR145) to Vineland Ave; Pavement rehab and partial reconstruction, including curb, gutter, sidewalk, ADA ramps, signage, striping, and pedestrian crossing at 8th and Kearney.	\$0	\$58	\$632	\$0	\$0	\$0	\$89	\$691	\$780
Kerman, City of	RSTP	'18-10	FRE130065	LSTMP701	Vineland Rehabilitation from California to Kearney	Vineland Aved from California Ave to Kearney Blvd; pavement rehabilitation	\$0	\$0	\$48	\$0	\$554	\$0	\$78	\$602	\$680

GROUPED PROJECT LISTING
2019 FTIP AMENDMENT NO. 12, UPDATED 9/3/2020
DOLLARS IN \$1,000

AGENCY	PROJECT CATEGORY	FTIP	PROJECT ID #	GROUPED LIST PROJECT #	PROJECT TITLE	PROJECT DESCRIPTION	FEDERAL FUNDS					TOTAL LOCAL	TOTAL FED	TOTAL COST	
							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22				FUTURE
Kingsburg, City of	RSTP	'18-10	FRE130065	LSTMP656	Mehlert St Rehabilitation: 10th to 14th	Mehlert St from 10th Ave to 500' e/o 14th Ave, Rehabilitate pavement and pedestrian facilities	\$0	\$21	\$0	\$286	\$0	\$0	\$40	\$307	\$347
Kingsburg, City of	RSTP	'18-10	FRE130065	LSTMP707	Madsen Ave Rehabilitation: Sierra to Stroud	Madsen Ave from Sierra St to Stroud Ave; Pavement Rehabilitation	\$0	\$0	\$75	\$624	\$0	\$0	\$0	\$699	\$699
Orange Cove, City of	RSTP	'18-05	FRE130065	LSTMP519	Adams Avenue Reconstruction from Jacobs to 4th	Adams Ave from Jacobs Ave (Center St) to 4th St; Reconstruct/repave road with aggregate base and hot mix asphalt, replacement of existing damaged curb and gutter, miscellaneous concrete repairs, and construction of curb ramps where they are non-compliant	\$30	\$314	\$0	\$0	\$0	\$0	\$44	\$343	\$387
Parlier, City of	RSTP	'18-11	FRE130065	LSTMP658	Zediker Ave Rehab: Merced to Manning	Zediker Ave from Merced St to Manning Ave; Rehabilitation of existing asphalt concrete pavement	\$0	\$50	\$0	\$0	\$0	\$0	\$139	\$468	\$607
Sanger, City of	RSTP	'18-00	FRE130065	LSTMP615	Greenwood Ave Rehab: Jensen to Canal (Sanger)	In the City of Sanger on Greenwood Ave from Jensen Ave to Canal Drive; Pavement rehabilitation and reconstruction, including curb, gutter, sidewalk, curb ramps, signage, and striping.	\$0	\$84	\$648	\$0	\$0	\$0	\$95	\$732	\$827
Sanger, City of	RSTP	'18-00	FRE130065	LSTMP622	Faller Ave Rehab: Church to Florence	Faller Ave from Church Ave to Florence Ave; Pavement rehabilitation, including curb, gutter, sidewalk, and roadway signage/striping	\$0	\$47	\$410	\$0	\$0	\$0	\$62	\$457	\$519
Sanger, City of	RSTP	'18-10	FRE130065	LSTMP702	North Ave Rehabilitation: Academy to Faller	North Ave from Academy Ave to Faller Ave; Roadway rehabilitation to replace pavement	\$0	\$0	\$80	\$0	\$860	\$0	\$122	\$939	\$1,061
Sanger, City of	RSTP	'18-11	FRE130065	LSTMP705	O St Rehabilitation: 10th to North	O St from 10th St to 12th St: Rehabilitation to replace asphalt pavement O St from 12th St to North Ave: Pavement Grind and Overlay	\$0	\$0	\$89	\$0	\$0	\$0	\$120	\$924	\$1,044
TOTAL FRE130065 - PAVEMENT REHABILITATION - VARIOUS AGENCIES							\$30	\$770	\$4,186	\$1,538	\$2,534	\$0	\$1,925	\$10,310	\$12,235
Caltrans	SHOPP	'18-03	FRE130072	LSTMP672	Hwy 180 Emergency Roadway Repair Near Kings Canyon National Park	Near Kings Canyon National Park, from 19.6 miles east of Route 198 to 20.9 miles east of Hume Lake Road; import fill to stabilize the slope, place RSP with concrete slurry, and repair the roadway.	\$0	\$2,295	\$0	\$0	\$0	\$0	\$0	\$2,295	\$2,295
Caltrans	SHOPP	'18-09	FRE130072	LSTMP694	Hwy 168 near Huntington Lake Rd Slipout Repair	Highway 168 near Shaver Lake, from 0.4 mile west to 0.2 mile west of Huntington Lake Road. Repair slipout.	\$0	\$0	\$1,330	\$0	\$0	\$0	\$0	\$1,330	\$1,330
TOTAL FRE130072 - SHOPP EMERGENCY RESPONSE							\$0	\$2,295	\$1,330	\$0	\$0	\$0	\$0	\$3,625	\$3,625
Clovis, City of	CMAQ	'18-02	FRE150044	LSTMP530	Enterprise Canal Class I Trail / Pedestrian Bridge over SR168	Along Enterprise Canal (east of Temperance) from Alluvial Ave to Tollhouse Rd. Construct a bicycle/pedestrian trail and bridge structure over SR 168.	\$1,200	\$0	\$0	\$0	\$0	\$0	\$8,180	\$1,200	\$9,380
Clovis, City of	CMAQ	'18-06	FRE150044	LSTMP531	Sunnyside Ave Class II Bike Lane SB from Alluvial to SR168	Sunnyside Ave Southbound from Alluvial Ave to State Route 168. Install Class II Bike Lane, which will require widening and subsequent adjustments to sidewalk, curb return, and valley gutter. (TC)	\$16	\$112	\$0	\$0	\$0	\$0	\$0	\$128	\$128
Clovis, City of	CMAQ	'18-00	FRE150044	LSTMP532	Herndon and Temperance Intersection Class II Bike Lane Improvements	Intersection of Herndon and Temperance, along the south leg of both northbound and southbound Temperance and along the west leg of eastbound Herndon. Class II bike lane improvements (bicycle pockets). (TC)	\$11	\$32	\$0	\$0	\$0	\$0	\$0	\$43	\$43
TOTAL FRE150044 - CLOVIS BIKE PED PROJECTS							\$1,227	\$144	\$0	\$0	\$0	\$0	\$8,180	\$1,371	\$9,551
Coalinga, City of	ATP REGIONAL	'18-11	FRE150045	LSTMP673	Coalinga SRTS Sidewalk Gap Closure & Ped Improvements	Area bound by Sunset Street, Joaquin Street, Cambridge Avenue, and Polk Street; Installation of sidewalks, ADA curb ramps, bulb-outs, and crosswalks.	\$110	\$0	\$1,549	\$0	\$0	\$0	\$824	\$1,659	\$2,483

GROUPED PROJECT LISTING
2019 FTIP AMENDMENT NO. 12, UPDATED 9/3/2020
DOLLARS IN \$1,000

AGENCY	PROJECT CATEGORY	FTIP	PROJECT ID #	GROUPED LIST PROJECT #	PROJECT TITLE	PROJECT DESCRIPTION	FEDERAL FUNDS					TOTAL LOCAL	TOTAL FED	TOTAL COST	
							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22				FUTURE
Coalinga, City of	ATP REGIONAL	'18-11	FRE150045	LSTMP725	Coalinga Perimeter Multi-Use Trail	North Coalinga from Coalinga Sports Complex east to a former rail line terminating downtown at First St. and between Elm and Forest Avenues (south); Construct 14'-wide bicycle/pedestrian trails to complete approximately 1.6 miles (8,300 linear feet) of Coalinga's perimeter trail and loop-and-spur network. (TC)	\$0	\$0	\$103	\$216	\$0	\$0	\$0	\$1,498	\$1,498
Fowler, City of	ATP REGIONAL	'18-11	FRE150045	LSTMP674	Golden State Blvd Bike/Pedestrian Trail - Adams to Clayton	Westside of Golden State Blvd from Adams to Clayton; Construct a Class I Bike and Pedestrian path	\$0	\$0	\$0	\$242	\$0	\$0	\$27	\$242	\$269
Fresno County	ATP REGIONAL	'18-02	FRE150045	LSTMP510	Biola Sidewalk Project	G street: 5th street to 7th street; Construct sidewalk, curb & gutter, ADA curb ramps, and widen road shoulder. (TC)	\$145	\$493	\$0	\$0	\$0	\$0	\$0	\$638	\$638
Fresno County	ATP REGIONAL	'18-06	FRE150045	LSTMP675	Biola Community Sidewalks	Biola Ave from Shaw Ave to G St, and C St from Biola Ave to e/o Biola Ave; Install sidewalk, curb ramps, and curb and gutter.	\$0	\$0	\$0	\$245	\$0	\$0	\$1,119	\$245	\$1,364
Fresno County	ATP REGIONAL	'18-11	FRE150045	LSTMP722	West Park Pedestrian Pathway - Grove/Valentine	Grove Ave from Prospect to Valentine, and Valentine Ave from Grove Ave to North Ave; Install asphalt concrete pedestrian pathways and appropriate signage. (TC)	\$0	\$0	\$0	\$98	\$450	\$0	\$0	\$548	\$548
Fresno, City of	ATP REGIONAL	'18-00	FRE150045	LSTMP511	Cedar/Woodward Traffic Signal	Install traffic signal at the intersection of Cedar Ave and Woodward Ave	\$67	\$376	\$0	\$0	\$0	\$0	\$57	\$443	\$500
Fresno, City of	ATP REGIONAL	'18-05	FRE150045	LSTMP676	Midtown Fresno Trail: Shields Ave 'Last Mile' Gap Closure	W/B Shields Ave running east from Blackstone to Fresno; Close 0.5 mile gap in Midtown Class I trail by installing paved path, drought tolerant landscaping, irrigation, signage, striping.	\$0	\$0	\$611	\$0	\$0	\$0	\$887	\$611	\$1,498
Fresno, City of	ATP REGIONAL	'18-06	FRE150045	LSTMP677	BRT Corridor ATP Pedestrian Signal Intersection Improvements	Along 13.5 miles of BRT Corridor on Blackstone/Abby from Divisadero to Nees, and Kings Canyon/Ventura from Van Ness to Clovis at various locations; Upgrade intersections with accessible pedestrian signals and countdown head equipment.	\$0	\$0	\$148	\$1,004	\$0	\$0	\$295	\$1,152	\$1,447
Fresno, City of	ATP REGIONAL	'18-11	FRE150045	LSTMP721	Winchell Neighborhood Connection: Butler/8th & Orange/Lowe; Signals, Ped crossing, Sidewalks	Intersection of Butler Ave and 8th Ave, and intersection of Orange Ave and Lowe Ave, and various locations near both intersections; install traffic signals, pedestrian countdown equipment, sidewalks, curb rams, curb, gutter, signing, and striping.	\$0	\$0	\$87	\$31	\$0	\$0	\$143	\$1,108	\$1,251
Fresno, City of	ATP REGIONAL	'18-11	FRE150045	LSTMP723	Calwa Park Pathway to Play: Barton/Florence Sidewalks	Eastside of Barton Ave from Church to Florence, and Florence Ave from Barton to 105 ft w/o Jackson; Install sidewalk, curb ramps, curb and gutter.	\$0	\$0	\$96	\$0	\$0	\$0	\$73	\$288	\$361
Fresno, City of	ATP REGIONAL	'18-11	FRE150045	LSTMP724	Robinson Elementary Crossing Improvements	Intersection of Fresno St and Browning Ave; Install traffic signal, pedestrian countdown equipment, accessible pedestrian signal equipment, curb ramps, curb, gutter, signing and striping.	\$0	\$0	\$80	\$0	\$0	\$0	\$76	\$584	\$660
Mendota, City of	ATP REGIONAL	'18-05	FRE150045	LSTMP678	Mendota Jr High SRTS	Intersection of 9th St and Belmont Ave; Install overhead flashing beacons, signage, push button on overhead flashing beacon poles, ADA compliant ramps and newly painted crosswalks. (TC)	\$0	\$0	\$158	\$0	\$0	\$0	\$0	\$158	\$158

GROUPED PROJECT LISTING
2019 FTIP AMENDMENT NO. 12, UPDATED 9/3/2020
DOLLARS IN \$1,000

AGENCY	PROJECT CATEGORY	FTIP	PROJECT ID #	GROUPED LIST PROJECT #	PROJECT TITLE	PROJECT DESCRIPTION	FEDERAL FUNDS					TOTAL LOCAL	TOTAL FED	TOTAL COST	
							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22				FUTURE
Parlier, City of	ATP REGIONAL	'18-04	FRE150045	LSTMP679	Parlier SRTS	At various locations in the school zone areas of S. Ben Benavidez, Matthew J. Brletic Cesare E Chavez, and John C. Martinez Elementaries, and Parlier Jr High; update signage and pavement markings, and install ADA-compliant curb ramps visually enhanced crosswalks. (TC)	\$0	\$0	\$182	\$0	\$0	\$0	\$0	\$182	\$182
TOTAL FRE150045 - ACTIVE TRANSPORTATION PROGRAM (ATP) REGIONAL PROJECTS							\$322	\$869	\$3,014	\$1,836	\$450	\$0	\$3,501	\$9,356	\$12,857
Fresno Area Express (FAX)		'18-00	FRE150053	LSTMP472	6 Para-transit Cutaway Buses	Purchase 6 para-transit cutaway buses and the related equipment	\$381	\$0	\$0	\$0	\$0	\$0	\$95	\$381	\$476
Fresno Area Express (FAX)		'18-01	FRE150053	LSTMP589	6 Paratransit Cutaway Buses	Purchase 6 paratransit cutaway buses and the related equipment	\$0	\$433	\$0	\$0	\$0	\$0	\$108	\$433	\$541
Fresno Area Express (FAX)		'18-03	FRE150053	LSTMP663	FAX Purchase Electric Buses for Fixed Route Transit Service	Purchase of electric buses for fixed-route transit service within the City of Fresno	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$9,000	\$9,000
Fresno Area Express (FAX)		'18-09	FRE150053	LSTMP688	3 Paratransit Cutaway Buses	Purchase 3 paratransit cutaway buses	\$0	\$0	\$257	\$0	\$0	\$0	\$64	\$257	\$321
Fresno County Economic Opportunities Commission		'18-01	FRE150053	LSTMP590	6 Starcraft Class C Buses	Purchase 6 Starcraft Class C Buses. (TC)	\$0	\$433	\$0	\$0	\$0	\$0	\$0	\$433	\$433
Fresno County Economic Opportunities Commission		'18-06	FRE150053	LSTMP689	Purchase 3 Buses	Purchase of 3, 20 passenger buses with ADA Equipment (TC)	\$0	\$0	\$257	\$0	\$0	\$0	\$0	\$257	\$257
United Cerebral Palsy of Central California		'18-01	FRE150053	LSTMP591	2 Starcraft Class C Buses and 6 Braun Entervans and related equipment	Purchase 2 Starcraft Class C Buses, 6 Braun Entervans, and related equipment. (TC)	\$0	\$410	\$0	\$0	\$0	\$0	\$0	\$410	\$410
United Cerebral Palsy of Central California		'18-09	FRE150053	LSTMP690	Purchase 4 Buses	Purchase of 4, 20 passenger buses (TC)	\$0	\$0	\$257	\$0	\$0	\$0	\$0	\$257	\$257
Westcare California		'18-01	FRE150053	LSTMP592	Class D Minivan - El Dorado Mobility Amerivan	Purchase Class D Minivan - El Dorado Mobility Amerivan. (TC)	\$0	\$48	\$0	\$0	\$0	\$0	\$0	\$48	\$48
Westcare California		'18-06	FRE150053	LSTMP691	Van Purchase	Purchase of 1 van and minor equipment (TC)	\$0	\$0	\$57	\$0	\$0	\$0	\$0	\$57	\$57
TOTAL FRE150053 - BUS PURCHASES/FLEET EXPANSION							\$381	\$10,324	\$828	\$0	\$0	\$0	\$267	\$11,533	\$11,800
Sanger, City of	CMAQ	'18-00	FRE150059	LSTMP542	Bethel Ave Bicycle/Pedestrian Improvements Annadale to North	Bethel Ave from Edgar Ave to North Ave. Installation of bicycle lane striping and signage. Bethel Ave from Edgar Ave to Annadale Ave Northbound. Construction of 8' Class II bicycle lane, curb, gutter and 5' sidewalk.	\$93	\$278	\$0	\$0	\$0	\$0	\$69	\$371	\$440
Sanger, City of	CMAQ	'18-00	FRE150059	LSTMP547	Sanger Sidewalk Gap Closure Project	In the City of Sanger, construction of concrete sidewalk pedestrian facilities at various locations.	\$20	\$0	\$185	\$0	\$0	\$0	\$50	\$205	\$255
Sanger, City of	CMAQ	'18-01	FRE150059	LSTMP649	Faller Ave & Lincoln Park Sidewalks	Construct Sidewalks at the following locations: N/S of Cherry Ave from Park Ave to P St W/S of P St from Cherry Ave to 230 ft North of Cherry E/S of Park Ave from Cherry Ave to 180 ft North of Cherry E/S of Faller Ave from Edgar Ave to 750 ft South of Edgar S/S of Edgar Ave from Faller Ave to 240 ft East of Faller E/S of Faller Ave from I St to 470 ft South of I St Faller Ave from I St to 240 ft North of I St W/S of Faller Ave from Annadale to 140 ft South of Annadale	\$0	\$31	\$237	\$0	\$0	\$0	\$48	\$267	\$315

GROUPED PROJECT LISTING
2019 FTIP AMENDMENT NO. 12, UPDATED 9/3/2020
DOLLARS IN \$1,000

AGENCY	PROJECT CATEGORY	FTIP	PROJECT ID #	GROUPED LIST PROJECT #	PROJECT TITLE	PROJECT DESCRIPTION	FEDERAL FUNDS					TOTAL LOCAL	TOTAL FED	TOTAL COST	
							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22				FUTURE
Sanger, City of	CMAQ	'18-11	FRE150059	LSTMP729	Fowler Switch Canal Trail - Bethel/Church Bike Route Improvements	Bethel Ave from Jensen Ave to 480' n/o Florence Ave, and Church Ave from Indianola to Bethel Ave; Bike Lanes Fowler Switch Canal from Jensen Ave to Bethel Ave; Trail	\$0	\$0	\$0	\$99	\$190	\$0	\$406	\$809	\$1,215
TOTAL FRE150059 - SANGER BIKE PED PROJECTS							\$113	\$309	\$422	\$99	\$190	\$0	\$573	\$1,652	\$2,225
Fresno County	ATP STATEWIDE	'18-08	FRE170001	LSTMP514	Laton Sidewalk Project	In the community of Laton, South of Fresno: Install in-road warning lights on Fowler Ave; construct sidewalk on Bliss Ave, Fowler Ave, Gonser Ave, Latonia Ave, Murphy Ave; construct pedestrian bridge / culvert extension. Project is utilizing 370,150.55 in toll credits.	\$595	\$0	\$2,632	\$0	\$0	\$0	\$0	\$3,227	\$3,227
Fresno, City of	ATP STATEWIDE	'18-06	FRE170001	LSTMP681	Midtown Fresno Trail: McKinley Ave Gap Closure	E/B McKinley from Millbrook to Clovis along north bank of the Mill Ditch canal; Close a 3.5 mile gap in the Midtown Pedestrian trail by constructing paved path, lighting, benches, fencing, drought tolerant landscaping, irrigation, signage and striping.	\$0	\$0	\$1,556	\$0	\$0	\$0	\$1,935	\$1,556	\$3,491
Fresno, City of	ATP STATEWIDE	'18-05	FRE170001	LSTMP682	Midtown Fresno School Area Multimodal Interconnectivity Project	Install school crossing traffic signals, countdown heads and crosswalks near Anthony Elementary (Blackstone/Webster), Heaton Elementary (McKinley/San Pablo), and Muir Elementary (Dennett/Palm). Install sidewalk ramp at Glenn/Webster, and accessible pedestrian signal upgrades at McKinley/Van Ness.	\$0	\$0	\$144	\$1,097	\$0	\$0	\$160	\$1,241	\$1,401
Parlier, City of	ATP STATEWIDE	'18-00	FRE170001	LSTMP516	Manning Avenue Sidewalk Project	Construction of curb, gutter, sidewalk, curb ramps and the addition of a painted bike lane along the north side of Manning Ave between Mendocino Ave and Madsen Ave	\$103	\$392	\$0	\$0	\$0	\$0	\$0	\$495	\$495
TOTAL FRE170001 - ACTIVE TRANSPORTATION PROGRAM (ATP) STATEWIDE PROJECTS							\$698	\$392	\$4,332	\$1,097	\$0	\$0	\$2,095	\$6,519	\$8,614
Fresno, City of	RSTP	'18-12	FRE170002	LSTMP712	Shaw Ave Streetlights - Cedar to Chestnut	Shaw Ave from Cedar to Chestnut; install LED streetlights with pedestrian scale lighting, underground conduit.	\$0	\$0	\$0	\$120	\$0	\$0	\$0	\$954	\$954
TOTAL FRE170002 - FRESNO ITS							\$0	\$0	\$0	\$120	\$0	\$0	\$0	\$954	\$954
Kerman, City of	RSTP	'18-04	FRE170007	LSTMP518	Vineland Ave Widening from Whitesbridge Ave to 660' South	Vineland Ave from Whitesbridge Ave to 660' South of Whitesbridge; Widen roadway, install curb, gutter, sidewalk, other concrete improvements, and striping of bicycle and parking lanes.	\$118	\$0	\$0	\$223	\$0	\$0	\$44	\$341	\$385
TOTAL FRE170007 - NON CAPACITY WIDENING							\$118	\$0	\$0	\$223	\$0	\$0	\$44	\$341	\$385
Kerman, City of	RSTP	'18-12	FRE170009	LSTMP710	Kearney Blvd Rehabilitation from Park to Del Norte	Kearney Blvd from Park Ave to Del Norte Ave; Pavement Rehabilitation and replacement of damaged curb/gutter/sidewalk sections, construction of ADA compliant curb ramps, signage, and striping.	\$0	\$0	\$0	\$40	\$229	\$0	\$295	\$269	\$564
TOTAL FRE170009 - KERMAN PAVEMENT REHABILITATION							\$0	\$0	\$0	\$40	\$229	\$0	\$295	\$269	\$564
Fresno Area Express (FAX)	RSTP	'18-00	FRE170010	LSTMP521	FAX Manchester Transit Center Rehabilitation	Manchester Transit Center (MTC), 3590 N. Blackstone Ave, Fresno; Rehabilitate MTC including façade revisions, bus shelter renovations, passenger amenity upgrades, security lighting, additional security camera infrastructure, landscaping, ADA compliant pathways, bus pull-in road repairs, and vehicular traffic upgrades.	\$1,689	\$0	\$0	\$0	\$0	\$0	\$311	\$1,689	\$2,000
TOTAL FRE170010 - FAX RECONSTRUCTION/RENOVATIONS							\$1,689	\$0	\$0	\$0	\$0	\$0	\$311	\$1,689	\$2,000

GROUPED PROJECT LISTING
2019 FTIP AMENDMENT NO. 12, UPDATED 9/3/2020
DOLLARS IN \$1,000

AGENCY	PROJECT CATEGORY	FTIP	PROJECT ID #	GROUPED LIST PROJECT #	PROJECT TITLE	PROJECT DESCRIPTION	FEDERAL FUNDS						TOTAL LOCAL	TOTAL FED	TOTAL COST
							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22	FUTURE			
Central Unified School District	CMAQ	'18-00	FRE170011	LSTMP524	Purchase one (1) CNG School Bus - Central Unified	Central Unified School District; Replace one (1) gross polluting school buses with one (1) alternative fuel compressed natural gas school bus.	\$0	\$170	\$0	\$0	\$0	\$0	\$22	\$170	\$192
Kings Canyon Unified School District	CMAQ	'18-07	FRE170011	LSTMP646	Purchase 2 CNG School Buses - Kings Canyon 2018	Kings Canyon Unified School District; Replace 2 old diesel school buses with 2 new compressed natural gas (CNG) school buses.	\$0	\$0	\$0	\$0	\$0	\$381	\$49	\$381	\$430
Sanger Unified School District	CMAQ	'18-07	FRE170011	LSTMP529	Purchase 2 CNG School Buses - Sanger Unified	Sanger Unified School District; Replace 2 gross polluting diesel school buses with 2 new compressed natural gas (CNG) school buses.	\$0	\$0	\$0	\$0	\$0	\$372	\$48	\$372	\$420
Sanger Unified School District	CMAQ	'18-07	FRE170011	LSTMP647	Purchase 2 CNG School Buses - Sanger Unified 2018	Sanger Unified School District; Replace 2 old gross polluting diesel school buses with 2 new compressed natural gas (CNG) school buses.	\$0	\$0	\$0	\$0	\$0	\$390	\$50	\$390	\$440
SouthWest Transportation Agency	CMAQ	'18-07	FRE170011	LSTMP648	Purchase 2 CNG School Buses - SouthWest 2018	Southwest Transportation Agency; Replace 2 old gross polluting diesel school buses with 2 new compressed natural gas (CNG) school buses.	\$0	\$0	\$0	\$0	\$0	\$425	\$55	\$425	\$480
TOTAL FRE170011 - CMAQ SCHOOL BUS REPLACEMENTS							\$0	\$170	\$0	\$0	\$0	\$1,568	\$224	\$1,738	\$1,962
Fresno, City of	CMAQ	'18-00	FRE170012	LSTMP538	Divisadero/Mariposa Traffic Signal	Divisadero and Mariposa intersection; traffic signal installation and relocation of crosswalk.	\$62	\$0	\$490	\$0	\$0	\$0	\$71	\$551	\$622
TOTAL FRE170012 - FRESNO SAFETY IMPROVEMENTS - TRAFFIC SIGNALS							\$62	\$0	\$490	\$0	\$0	\$0	\$71	\$551	\$622
Parlier, City of	CMAQ	'18-10	FRE170014	LSTMP540	Manning Ave Sidewalk and Bike Lane from Academy to Mendocino	Manning Ave from Academy to Mendocino. Construction of sidewalk, curb and gutter, and a Class II bike lane along the northside of Manning Ave where the existing sidewalk ends 200 ft east of Academy Ave to 200 ft west of Mendocino Ave.	\$39	\$558	\$0	\$0	\$0	\$0	\$77	\$596	\$673
TOTAL FRE170014 - PARIER BIKE PED PROJECTS							\$39	\$558	\$0	\$0	\$0	\$0	\$77	\$596	\$673
Reedley, City of	CMAQ	'18-07	FRE170015	LSTMP541	East Ave Sidewalk from Lincoln Ave to August Ave	East Ave from Lincoln Ave to August Ave. Construct 1,900 feet of sidewalk, install/upgrade curb ramps to meet ADA standards.	\$82	\$16	\$378	\$0	\$0	\$0	\$62	\$476	\$538
Reedley, City of	CMAQ	'18-07	FRE170015	LSTMP621	Manning Ave Sidewalks: Frankwood to Reed	Manning Ave from Frankwood Ave to Reed Ave; Install sidewalk on north side of street.	\$0	\$30	\$177	\$0	\$197	\$0	\$52	\$404	\$456
TOTAL FRE170015 - REEDLEY BIKE PED PROJECTS							\$82	\$46	\$555	\$0	\$197	\$0	\$114	\$880	\$994
Kingsburg, City of	CMAQ	'18-00	FRE170020	LSTMP543	Madsen Ave Bike Trail from Stroud to Kamm	East Side of Madsen Ave from Stroud Ave to Kamm Ave; Construct bike trail	\$129	\$233	\$0	\$0	\$0	\$0	\$47	\$362	\$409
Kingsburg, City of	CMAQ	'18-10	FRE170020	LSTMP637	18th Ave Sidewalks from Sierra to Stroud	West-side of 18th Ave from Sierra St to Stroud Ave; Construct sidewalks	\$0	\$34	\$85	\$169	\$0	\$0	\$26	\$288	\$314
Kingsburg, City of	CMAQ	'18-11	FRE170020	LSTMP731	12th Ave Sidewalks: Stroud to Aslan	Eastside of 12th Ave from Stroud Ave to 143' s/o Aslan Way; Construct sidewalk (TC)	\$0	\$0	\$0	\$15	\$65	\$0	\$7	\$80	\$87
Kingsburg, City of	CMAQ	'18-11	FRE170020	LSTMP737	18th Ave Sidewalks from Stroud to Klepper	West-side of 18th Ave from Stroud Ave to Klepper St; Construct new sidewalks	\$0	\$0	\$0	\$19	\$120	\$0	\$18	\$140	\$158
TOTAL FRE170020 - KINGSBURG BIKE PED PROJECTS							\$129	\$267	\$85	\$203	\$185	\$0	\$98	\$870	\$968
Orange Cove, City of	CMAQ	'18-02	FRE170022	LSTMP548	D Street Sidewalk from 9th to Center	D Street from 9th Street to Center Street near McCord Elementary; construct sidewalk and ramps on south side of street.	\$10	\$0	\$66	\$0	\$0	\$0	\$10	\$76	\$86
TOTAL FRE170022 - ORANGE COVE BIKE PED PROJECTS							\$10	\$0	\$66	\$0	\$0	\$0	\$10	\$76	\$86
Parlier, City of	RSTP	'18-00	FRE170025	LSTMP554	Zediker Ave Reconstruction from Fresno to Merced	Zediker Ave from Fresno St to Merced St; Reconstruction of existing roadway pavement, repair/construction of concrete curb, gutter, sidewalk, and ADA compliant curb ramps along Westside of Zediker Ave. Striping of existing shoulder along Eastside of Zediker Ave.	\$21	\$189	\$0	\$0	\$0	\$0	\$45	\$209	\$254
TOTAL FRE170025 - PARIER PAVEMENT REHABILITATION							\$21	\$189	\$0	\$0	\$0	\$0	\$45	\$209	\$254

GROUPED PROJECT LISTING
2019 FTIP AMENDMENT NO. 12, UPDATED 9/3/2020
DOLLARS IN \$1,000

AGENCY	PROJECT CATEGORY	FTIP	PROJECT ID #	GROUPED LIST PROJECT #	PROJECT TITLE	PROJECT DESCRIPTION	FEDERAL FUNDS						TOTAL LOCAL	TOTAL FED	TOTAL COST
							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22	FUTURE			
Selma, City of	RSTP	'18-10	FRE170026	LSTMP584	Selma Arterial Street Rehabilitation	McCall from Floral to Dinuba; Orange from Floral to Nelson; Nelson from Highland to Thompson; Rose from McCall to Country Rose; Second from E. Front to High - Patch longitudinal cracking with Hot Mix Asphalt (HMA) in 4-ft. strips along Arterials and Major Collectors. Crack seal all joints and cracks, place type II slurry seal over entire road width and restripe.	\$73	\$0	\$112	\$0	\$0	\$0	\$637	\$185	\$822
Selma, City of	RSTP	'18-04	FRE170026	LSTMP585	East Floral Ave Rehabilitation	East Floral Ave from Union Pacific Railroad (UPRR) to McCall Ave; Rehabilitation by removing/reclaiming the existing roadway section and replacing it with a Hot Mix Asphalt (HMA) overlay	\$132	\$872	\$0	\$0	\$0	\$0	\$113	\$1,004	\$1,117
Selma, City of	RSTP	'18-10	FRE170026	LSTMP607	Nebraska Street Rehab/Widening	Nebraska Street from SR43 to Mitchell Ave; Reconstruction, remove/reclaim existing roadway and replace with HMA Overlay consisting of two 12' lanes and 6' to 8' wide paved shoulders.	\$45	\$0	\$543	\$0	\$0	\$0	\$0	\$588	\$588
Selma, City of	RSTP	'18-11	FRE170026	LSTMP657	Nebraska Ave Rehab: SR43 to Mitchell	Nebraska Ave from SR43 to Mitchell; Rehabilitation of roadway, including removing/reclaiming existing roadway and replacing with HMA overlay with paved shoulders	\$0	\$45	\$0	\$0	\$0	\$0	\$62	\$526	\$588
TOTAL FRE170026 - SELMA PAVEMENT REHABILITATION							\$250	\$917	\$655	\$0	\$0	\$0	\$812	\$2,303	\$3,115
Mendota, City of	RSTP	'18-04	FRE170028	LSTMP604	5th Street and Quince Street Rehabilitation	Rehabilitate 5th Street from Quince to Derrick and Quince Street from 5th St to 6th St including upgrades to curb ramps and alley approaches.	\$0	\$0	\$0	\$89	\$0	\$0	\$961	\$89	\$1,050
Mendota, City of	RSTP	'18-01	FRE170028	LSTMP605	Black and 5th Street Reconstruction	Reconstruct 5th Street from Oller (SR 180) to Quince St, and Black Ave from Rowe Ave to Sorensen Ave, including upgrades to curb, gutter, sidewalk, curb ramps, drive approaches, and alley approaches. (TC)	\$697	\$0	\$0	\$0	\$0	\$0	\$0	\$697	\$697
TOTAL FRE170028 - MENDOTA PAVEMENT REHABILITATION							\$697	\$0	\$0	\$89	\$0	\$0	\$961	\$786	\$1,747
Clovis, City of	CMAQ	'18-01	FRE190006	LSTMP631	Armstrong & Nees Traffic Signal	At the intersection of Armstrong and Nees; Install traffic signal, loop detectors, communication equipment, cameras, right-turn lanes, replace access ramps, and grading/paving	\$0	\$0	\$61	\$28	\$501	\$0	\$77	\$590	\$667
Clovis, City of	CMAQ	'18-01	FRE190006	LSTMP632	Shepherd & Peach Traffic Signal	At the intersection of Shepherd and Peach; Install traffic signal, loop detectors, communication equipment, replace access ramps, and grading/paving	\$0	\$0	\$59	\$49	\$473	\$0	\$75	\$581	\$656
Clovis, City of	CMAQ	'18-11	FRE190006	LSTMP742	Nees & Sunnyside Traffic Signal	At the intersection of Nees and Sunnyside; Install a traffic signal, associated equipment, paving, concrete, and utility relocation	\$0	\$0	\$0	\$0	\$0	\$0	\$1,391	\$0	\$1,391
Fresno County	CMAQ	'18-01	FRE190006	LSTMP623	Fowler and Olive Traffic Signal	Intersection of Fowler Ave and Olive Ave; traffic signal installation and roadway improvements	\$512	\$60	\$0	\$0	\$1,509	\$0	\$846	\$2,080	\$2,926
Selma, City of	CMAQ	'18-11	FRE190006	LSTMP735	McCall & Dinuba Traffic Signal	At the intersection of McCall and Dinuba; Install traffic signal	\$0	\$0	\$0	\$105	\$93	\$749	\$0	\$947	\$947
TOTAL FRE190006 - SAFETY IMPROVEMENTS - TRAFFIC SIGNALS (VARIOUS AGENCIES)							\$512	\$60	\$120	\$182	\$2,576	\$749	\$2,389	\$4,198	\$6,587

GROUPED PROJECT LISTING
2019 FTIP AMENDMENT NO. 12, UPDATED 9/3/2020
DOLLARS IN \$1,000

AGENCY	PROJECT CATEGORY	FTIP	PROJECT ID #	GROUPED LIST PROJECT #	PROJECT TITLE	PROJECT DESCRIPTION	FEDERAL FUNDS						TOTAL LOCAL	TOTAL FED	TOTAL COST
							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22	FUTURE			
Caltrans		'18-01	FRE190007	LSTMP630	South Fresno Interchange Project	On Hwy 99 in Fresno County, in and near Fresno, from 0.4 mile south of American Avenue to 0.4 mile north of North Avenue. Environmental engineering for Modifying interchanges. [PPNO6288 combines PA&ED for 3 interchange projects including FRE111355 (CTIPS 2030000756) and FRE111352 (CTIPS 2030000752)]	\$0	\$3,000	\$0	\$0	\$0	\$0	\$0	\$3,000	\$3,000
Fresno, City of		'18-02	FRE190007	LSTMP653	Engineering Studies for McKinley Widening - Hughes to Marks	McKinley Ave from Hughes Ave to Marks Ave; Widening - Engineering Studies for widening roadway, asphalt overlay, installation of curb, gutter, ramps, signal loop detectors, sidewalks, streetlights, HAWK, signage and striping.	\$0	\$204	\$0	\$0	\$0	\$0	\$0	\$204	\$204
TOTAL FRE190007 - ENGINEERING - VARIOUS AGENCIES							\$0	\$3,204	\$0	\$0	\$0	\$0	\$0	\$3,204	\$3,204
Coalinga, City of	CMAQ	'18-01	FRE190008	LSTMP633	West Coalinga Multi Use Trail	Monterey Ave between Lucille Ave and Cambridge Ave; Phase 1 of pedestrian and bicycle facilities	\$0	\$138	\$461	\$0	\$0	\$0	\$0	\$599	\$599
Coalinga, City of	CMAQ	'18-11	FRE190008	LSTMP654	Northwest Coalinga Multi-Use Trail - Segments 1, 2, 13 and 14	Phelps Ave from Posa Chanet to Gregory Way (Segment 1 East), Southside of Los Gatos Creek From Elm Ave to former railroad corridor (Segment 2), Northside of Cambridge Ave from Monterey Ave to e/o Sunset St (Segment 13), and Northside of Coalinga Sports Complex from e/o Sunset St to Elm Ave (Segment 14); Construct Class 1 paved multi-use trail	\$0	\$0	\$0	\$192	\$304	\$0	\$149	\$1,148	\$1,297
Firebaugh, City of	CMAQ	'18-01	FRE190008	LSTMP635	Poso Canal Pedestrian Bridge & Maldonado Park Entrance	Poso Canal near the River Park and Maldonado Park parking lot at Zozaya St and Father Craig St; Pedestrian Improvements; Construct a pedestrian bridge across Poso Canal, and a crossing and entrance to Maldonado Park parking lot. (TC)	\$0	\$73	\$0	\$443	\$0	\$0	\$0	\$516	\$516
Fowler, City of	CMAQ	'18-05	FRE190008	LSTMP636	S. Fowler Ave Sidewalks	Westside of S. Fowler Ave between South Ave and Fresno St; Construct sidewalks (TC)	\$0	\$26	\$0	\$132	\$0	\$0	\$0	\$158	\$158
Huron, City of	CMAQ	'18-11	FRE190008	LSTMP719	Lassen Ave Pedestrian Hybrid Beacons	Lassen Ave at Myrtle Street and Huron Ave; Pedestrian Hybrid Beacons and southside bulbouts	\$0	\$0	\$0	\$79	\$0	\$0	\$0	\$662	\$662
Reedley, City of	CMAQ	'18-07	FRE190008	LSTMP687	Reed Ave Sidewalks from I to 8th	Westside of Reed Ave; I St to 8th St: Install sidewalks.	\$0	\$0	\$50	\$0	\$108	\$0	\$20	\$157	\$177
San Joaquin, City of	CMAQ	'18-01	FRE190008	LSTMP639	San Joaquin Sidewalks and Bicycle Facilities	Main St at various locations between Manning Ave and California Ave; construct sidewalks At San Joaquin Elementary School San Joaquin Sports Park, and on Main St between Colorado and Nevada Avenues; construct bicycle parking facilities (TC)	\$0	\$63	\$0	\$361	\$0	\$0	\$0	\$424	\$424
TOTAL FRE190008 - BIKE PED PROJECTS - VARIOUS AGENCIES							\$0	\$300	\$511	\$1,207	\$412	\$0	\$169	\$3,664	\$3,833
Fresno Area Express (FAX)	CMAQ	'18-01	FRE190009	LSTMP634	Southwest Fresno Service Expansion - Route 38	Southwest Fresno transit service expansion demonstration project on route 38; to include three years of operating support	\$0	\$0	\$757	\$793	\$817	\$0	\$307	\$2,367	\$2,674
Fresno Area Express (FAX)	CMAQ	'18-11	FRE190009	LSTMP726	Southwest Fresno Route 29	Southwest Fresno transit service expansion on Route No. 29; to include three years of operating support. Expanded route to begin at Courthouse Park and end near intersection of S. Orange Ave and E. Central Ave.	\$0	\$0	\$0	\$472	\$945	\$472	\$367	\$2,834	\$3,201
TOTAL FRE190009 - TRANSIT AGENCY OPERATING ASSISTANCE							\$0	\$0	\$757	\$1,265	\$1,762	\$472	\$674	\$5,201	\$5,875

GROUPED PROJECT LISTING
2019 FTIP AMENDMENT NO. 12, UPDATED 9/3/2020
DOLLARS IN \$1,000

AGENCY	PROJECT CATEGORY	FTIP	PROJECT ID #	GROUPED LIST PROJECT #	PROJECT TITLE	PROJECT DESCRIPTION	FEDERAL FUNDS					TOTAL LOCAL	TOTAL FED	TOTAL COST	
							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22				FUTURE
Coalinga, City of	CMAQ	'18-11	FRE190011	LSTMP733	Coalinga Dirt Alley Paving - Phase 2	Alley #38 Dorothy St between Polk and Valley, Alley #39 between Hayes and Roosevelt, Alley #40 between Maple and Acabedo, Alley #41-42 between 3rd and 4th St, Alley #43 between Joaquin and California, and Alley #44 between Joaquin and Nevada; Pave seven dirt alleyways.	\$0	\$0	\$0	\$0	\$181	\$0	\$0	\$770	\$770
Firebaugh, City of	CMAQ	'18-11	FRE190011	LSTMP730	Firebaugh Alley Paving 2020 - Various Locations	Saipan Alley from Saipan Ave to 15th St, Soars Alley between from 8th St to 7th St, and Beehive Alley from Saipan Ave to Corregidor Ave; Pave unpaved alley ways.	\$0	\$0	\$0	\$71	\$0	\$0	\$0	\$523	\$523
Firebaugh, City of	CMAQ	'18-11	FRE190011	LSTMP734	J & 10th Street Improvements	J St from 450' NW of Nees Ave to 10th St, and 600' 10th St from J St to End (560'); construct a paved roadway surface over the unpaved travel lane	\$0	\$0	\$0	\$63	\$0	\$0	\$0	\$547	\$547
Huron, City of	CMAQ	'18-11	FRE190011	LSTMP738	Huron Alley Paving 2020 - Various Locations	Alley 1 between 11th and 12th Streets from Lassen Ave (SR269) to M St, Alley #2 between 10th and 11th Streets from Lassen Ave (SR269) to L St, and Alley #3 between Myrtle St and Apple Ave from parking lot w/o Lassen Ave (SR269) to Orange St; Pave unpaved dirt alley ways.	\$0	\$0	\$0	\$64	\$537	\$0	\$0	\$602	\$602
Parlier, City of	CMAQ	'18-01	FRE190011	LSTMP638	Chavez Elementary Alley Paving	Alley South of Chavez Elementary School between J St and H St; Alley paving and valley gutter installation (TC)	\$0	\$0	\$28	\$223	\$0	\$0	\$0	\$251	\$251
Orange Cove, City of	CMAQ	'18-11	FRE190011	LSTMP739	Orange Cove Alley Paving 2020 - Various Locations	4 Allies north of Park Blvd, between 8th St and Center St, between 6th St and 5th St, between 5th St and 4th St, and between 4th St and 3rd St; Pave unpaved dirt alley ways.	\$0	\$0	\$0	\$45	\$374	\$0	\$54	\$418	\$472
Reedley, City of	CMAQ	'18-11	FRE190011	LSTMP732	Reedley Alley Paving 2020 - Various Locations	Nine various alleys between North, G, East, Duff, Columbia, Ponderosa, and Cypress; Pave dirt alley ways.	\$0	\$0	\$0	\$71	\$636	\$0	\$92	\$707	\$799
San Joaquin, City of	CMAQ	'18-11	FRE190011	LSTMP728	Sutter Ave Paving Improvements: Railroad to Manning	Sutter Ave from Railroad St to Manning Ave; construct a paved roadway surface over the unpaved travel lane	\$0	\$0	\$0	\$49	\$0	\$0	\$0	\$720	\$720
Selma, City of	CMAQ	'18-10	FRE190011	LSTMP642	Selma Alley Paving 2018 - Various Locations	Alley between Chestnut/Floral from Logan to w/o McCall, Alley between Lee/McCall from Floral to Chestnut, and Alley between Shaft/Cleveland from Rose to Arrants; Pave unpaved alley ways. Install storm drain lines, inlets and Storm Drain Manholes as required to ensure proper drainage of alleyways.	\$0	\$44	\$349	\$0	\$0	\$0	\$0	\$392	\$392
TOTAL FRE190011 - PAVEMENT REHAB - ALLEY PAVING (VARIOUS AGENCIES)							\$0	\$44	\$377	\$586	\$1,728	\$0	\$146	\$4,930	\$5,076
Clovis, City of	Various	'18-12	FRE190021	LSTMP743	DeWolf & Owens Mountain Roundabout	DeWolf and Owens Mountain Intersection; Install a roundabout and associated improvements.	\$0	\$0	\$0	\$0	\$111	\$745	\$117	\$900	\$1,017
TOTAL FRE190021 - INTERSECTION CHANNELIZATION (VARIOUS AGENCIES)							\$0	\$0	\$0	\$0	\$111	\$745	\$117	\$900	\$1,017

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Caltrans

FRE071010 VIRTUAL LUMP SUM		AMENDMENT: 18-12							
Project Title: FRE071010 - Grouped Projects for Safety Improvements-SHOPP Collision Reduction Program									
Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories-Railroad/highway crossing, Safer non-Federal-aid system road, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullover									
Sys: Rt: TCM: Model #: CI: N Exempt Category: Safety - Railroad/highway crossing.									
		Cost Difference: \$1,289,000			Est Total Cost:			Open to Traffic:	
	Phase	PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND		TOTAL
	TOTAL	\$7,190,000	\$8,227,000	\$5,200,000	\$8,661,000	\$9,169,000	\$34,576,000	\$7,980,000	\$81,003,000
SHOPP - Collision Reduction - SHOPP Advance Construction (AC)									
	CON	\$7,190,000	\$8,227,000	\$5,200,000	\$8,661,000	\$9,169,000	\$34,576,000	\$7,980,000	\$81,003,000
	TOTAL PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TOTAL RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TOTAL CON	\$7,190,000	\$8,227,000	\$5,200,000	\$8,661,000	\$9,169,000	\$34,576,000	\$7,980,000	\$81,003,000
	TOTAL TOTAL	\$7,190,000	\$8,227,000	\$5,200,000	\$8,661,000	\$9,169,000	\$34,576,000	\$7,980,000	\$81,003,000

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Caltrans

FRE190022		AMENDMENT: 18-12						
Project Title: West Ave Maintenance Station Recon								
Project Description: In the city Fresno, at the West Ave Maintenance Station at 1283 North West Ave. Demolish two existing buildings and construct two new structures.								
Sys: Local Rt: TCM: No Model #: Cl: N Exempt Category: Other - Transportation enhancement activities.								
Cost Difference: \$16,370,000 Est Total Cost: \$16,370,000 Open to Traffic:								
	Phase	PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND	TOTAL
SHOPP - Facilities - Garvee Payback	PE				\$420,000	\$1,800,000	\$0	\$2,220,000
	RW					\$40,000	\$10,000	\$50,000
	CON						\$14,100,000	\$14,100,000
	TOTAL				\$420,000	\$1,840,000	\$14,110,000	\$16,370,000
	TOTAL PE	\$0	\$0	\$0	\$420,000	\$1,800,000	\$0	\$2,220,000
	TOTAL RW	\$0	\$0	\$0	\$0	\$40,000	\$0	\$50,000
	TOTAL CON	\$0	\$0	\$0	\$0	\$0	\$0	\$14,100,000
	TOTAL TOTAL				\$420,000	\$1,840,000	\$14,110,000	\$16,370,000

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Clovis, City of

FRE111373		AMENDMENT: 18-12						
Project Title: Replace Bridge #42C0494-N Leonard Ave. over Enterprise Canal, 0.16 MI South of Bullard		CALTRANS_FED_ID:5208 (122), CTIPS_ID:20300000774						
Project Description: Bridge No. 42C0494, N Leonard Ave over Enterprise Canal, 0.16 MI South of Bullard. Replace 2 lane bridge with 4 lane bridge.								
Sys: Local	Rt:	TCM: No	Model #: 331	Cl:Y	Exempt Category: Non-Exempt			
		Cost Difference: \$0	Est Total Cost: \$1,467,000			Open to Traffic: 2022		
	Phase	PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND	TOTAL
Highway Bridge Program - State - Bridge - State (HBRR)	PE	\$169,978						\$169,978
	RW	\$177,060						\$177,060
	CON				\$951,697			\$951,697
	TOTAL	\$347,038			\$951,697			\$1,298,735
Loc Funds - Agency	PE	\$22,022						\$22,022
	RW	\$22,940						\$22,940
	CON				\$123,303			\$123,303
	TOTAL	\$44,962			\$123,303			\$168,265
	TOTAL PE	\$192,000	\$0	\$0	\$0	\$0	\$0	\$0
	TOTAL RW	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0
	TOTAL CON	\$0	\$0	\$0	\$1,075,000	\$0	\$0	\$0
	TOTAL TOTAL	\$392,000			\$1,075,000			\$1,467,000

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Fresno County

FRE150057		AMENDMENT: 18-12							
Project Title: Millerton Road Widening - Friant to Marina Project Description: Millerton Road - Friant Road to Marina Drive: Widen from 2 LU to 4 LD		CTIPS_ID:500399, RTP Number:500399, STATE PROJECT ID:0616000166L							
Sys: Local		Rt:	TCM: No	Model #: 549	Cl:Y	Exempt Category: Non-Exempt			
		Cost Difference: \$112,957			Est Total Cost: \$28,265,897		Open to Traffic: 2030		
		Phase	PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND	TOTAL
Loc Funds - Agency		PE	\$2,606,072						\$2,606,072
		RW			\$12,000,000				\$12,000,000
		CON						\$13,500,000	\$13,500,000
		TOTAL	\$2,606,072		\$12,000,000			\$13,500,000	\$28,106,072
Loc Funds - County Funds		PE			\$12,957				\$12,957
		RW							
		CON							
		TOTAL			\$12,957				\$12,957
RSTP - STP Lifeline		PE			\$100,000				\$100,000
		RW							
		CON							
		TOTAL			\$100,000				\$100,000
RSTP - STP Regional		PE	\$46,868						\$46,868
		RW							
		CON							
		TOTAL	\$46,868						\$46,868
		TOTAL PE	\$2,652,940	\$0	\$112,957	\$0	\$0	\$0	\$2,765,897
		TOTAL RW	\$0	\$0	\$0	\$12,000,000	\$0	\$0	\$12,000,000
		TOTAL CON	\$0	\$0	\$0	\$0	\$0	\$13,500,000	\$13,500,000
		TOTAL TOTAL	\$2,652,940		\$112,957	\$12,000,000		\$13,500,000	\$28,265,897

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Fresno, City of

FRE092610 VIRTUAL LUMP SUM		AMENDMENT: 18-12							
Project Title: FRE092610 - Grouped Projects for Safety Improvements-Fresno (Signal Installation)									
Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories-Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullover									
Sys: Rt: TCM: Model #: CI:N Exempt Category: Other - Intersection signalization projects.									
Cost Difference: \$-686,900					Est Total Cost:			Open to Traffic:	
	Phase	PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND		TOTAL
	TOTAL	\$69,800	\$553,900						\$623,700
RSTP - STP Lifeline	CON	\$69,800	\$553,900						\$623,700
	TOTAL PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TOTAL RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TOTAL CON	\$69,800	\$553,900	\$0	\$0	\$0	\$0	\$0	\$623,700
	TOTAL TOTAL	\$69,800	\$553,900						\$623,700

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Fresno, City of

FRE170002 VIRTUAL LUMP SUM		AMENDMENT: 18-12							
Project Title: FRE170002 - Grouped Projects for Safety Improvements - RSTP Fresno (ITS)									
Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories-Railroad/highway crossing, Safer non-Federal-aid system road, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullover									
Sys: Rt: TCM: Model #: CI:N Exempt Category: Various									
			Cost Difference: \$-1,924,400			Est Total Cost:		Open to Traffic:	
	Phase	PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND	TOTAL	
	TOTAL				\$120,200		\$834,000	\$954,200	
RSTP - STP Lifeline	CON				\$120,200		\$834,000	\$954,200	
	TOTAL PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	TOTAL RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	TOTAL CON	\$0	\$0	\$0	\$120,200	\$0	\$834,000	\$954,200	
	TOTAL TOTAL				\$120,200		\$834,000	\$954,200	

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Fresno, City of

FRE190015		AMENDMENT: 18-12						
Project Title: Central Ave Widening - Cedar to Orange		CTIPS_ID: 20300000958						
Project Description: Central Ave from Cedar Ave to Orange Ave; Widen roadway from 2 lanes to 3 lanes, curb, gutter, curb ramps, and northside sidewalk.								
Toll Cred Comment: TOLL CREDITS OF \$343,148 WILL BE USED TO MATCH FY23 FEDERAL FUNDS FOR THE CONSTRUCTION PHASE, TOLL CREDITS OF \$27,173 WILL BE USED TO MATCH FY21 FEDERAL FUNDS FOR THE PRELIMINARY ENGINEERING PHASE, TOLL CREDITS OF \$12,720 WILL BE USED TO MATCH FY22 FEDERAL FUNDS FOR THE ROW PHASE								
Sys: Local Rt: TCM: No Model #: Cl: Y Exempt Category: Non-Exempt								
		Cost Difference: \$0	Est Total Cost: \$3,339,500			Open to Traffic: 2023		
	Phase	PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND	TOTAL
RSTP - STP Lifeline	PE				\$236,900			\$236,900
	RW					\$110,900		\$110,900
	CON						\$2,991,700	\$2,991,700
	TOTAL				\$236,900	\$110,900	\$2,991,700	\$3,339,500
	TOTAL PE	\$0	\$0	\$0	\$236,900	\$0	\$0	\$236,900
	TOTAL RW	\$0	\$0	\$0	\$0	\$110,900	\$0	\$110,900
	TOTAL CON	\$0	\$0	\$0	\$0	\$0	\$2,991,700	\$2,991,700
	TOTAL TOTAL				\$236,900	\$110,900	\$2,991,700	\$3,339,500

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Fresno, City of

FRE190018		AMENDMENT: 18-12						
Project Title: McKinley & Blythe Complete Streets Project Description: McKinley Ave and Blythe Ave: traffic signal, left turn pockets McKinley Ave (northside) from Cecelia Ave to 400' e/o Blythe Ave: sidewalk, bike lane, curb, curb ramps, gutter, storm drain, streetlights, signing and striping. Blythe Ave (westside) from McKinley to Weldon Ave: Sidewalk Sys: Local Rt: TCM: No Model #: CI: N Exempt Category: Air Quality - Bicycle and pedestrian facilities.								
		Cost Difference: \$2,087,700	Est Total Cost: \$2,087,700				Open to Traffic:	
	Phase	PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND	TOTAL
CMAQ - Congestion Mitigation Lifeline	PE				\$84,400		\$0	\$84,400
	RW					\$265,000	\$0	\$265,000
	CON						\$1,090,900	\$1,090,900
	TOTAL				\$84,400	\$265,000	\$1,090,900	\$1,440,300
Loc Funds - City Funds	PE				\$36,900		\$0	\$36,900
	RW					\$116,000	\$0	\$116,000
	CON						\$494,500	\$494,500
	TOTAL				\$36,900	\$116,000	\$494,500	\$647,400
	TOTAL PE	\$0	\$0	\$0	\$121,300	\$0	\$0	\$121,300
	TOTAL RW	\$0	\$0	\$0	\$0	\$381,000	\$0	\$381,000
	TOTAL CON	\$0	\$0	\$0	\$0	\$0	\$0	\$1,585,400
	TOTAL TOTAL				\$121,300	\$381,000	\$1,585,400	\$2,087,700

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Fresno, City of

FRE190019		AMENDMENT: 18-12						
Project Title: Ashlan Ave EB Widen: Polk to Cornelia Project Description: Ashlan Ave from Polk to Cornelia; widen to eastbound lane from 1 lane to 2 lanes, install median, sidewalks, curb, gutter, curb ramps, streetlights, storm drain, & power pole relocation.								
Sys: Local Rt: TCM: No Model #: Cl:Y Exempt Category: Non-Exempt								
Cost Difference: \$3,312,500 Est Total Cost: \$3,312,500 Open to Traffic: 2023								
	Phase	PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND	TOTAL
Loc Funds - City Funds	PE				\$353,600			\$353,600
	RW				\$267,500			\$267,500
	CON						\$541,500	\$541,500
	TOTAL				\$621,100		\$541,500	\$1,162,600
RSTP - STP Lifeline	PE							
	RW				\$710,800			\$710,800
	CON						\$1,439,100	\$1,439,100
	TOTAL				\$710,800		\$1,439,100	\$2,149,900
	TOTAL PE	\$0	\$0	\$0	\$353,600	\$0	\$0	\$353,600
	TOTAL RW	\$0	\$0	\$0	\$978,300	\$0	\$0	\$978,300
	TOTAL CON	\$0	\$0	\$0	\$0	\$0	\$1,980,600	\$1,980,600
	TOTAL TOTAL				\$1,331,900		\$1,980,600	\$3,312,500

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Fresno, City of

FRE190020		AMENDMENT: 18-12							
Project Title: Cedar Ave Complete Streets: Church to Jensen									
Project Description: Cedar Ave from Church Ave to Jensen Ave; grind, overlay, road diet, Class II bike lane, curb ramps, curb, gutter, signage, striping, and signal loops									
Sys: Local Rt: TCM: No Model #: CI: N Exempt Category: Safety - Pavement resurfacing and/or rehabilitation.									
Cost Difference: \$1,876,800 Est Total Cost: \$1,876,800 Open to Traffic:									
	Phase	PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND		TOTAL
Loc Funds - County Funds	PE					\$17,100		\$0	\$17,100
	RW						\$1,300	\$0	\$1,300
	CON							\$196,800	\$196,800
	TOTAL					\$17,100	\$1,300	\$196,800	\$215,200
RSTP - STP Regional	PE					\$132,100		\$0	\$132,100
	RW						\$10,300	\$0	\$10,300
	CON							\$1,519,200	\$1,519,200
	TOTAL					\$132,100	\$10,300	\$1,519,200	\$1,661,600
	TOTAL PE	\$0	\$0	\$0	\$0	\$149,200	\$0	\$0	\$149,200
	TOTAL RW	\$0	\$0	\$0	\$0	\$0	\$11,600	\$0	\$11,600
	TOTAL CON	\$0	\$0	\$0	\$0	\$0	\$0	\$1,716,000	\$1,716,000
	TOTAL TOTAL					\$149,200	\$11,600	\$1,716,000	\$1,876,800

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Kerman, City of

FRE170009 VIRTUAL LUMP SUM		AMENDMENT: 18-12							
Project Title: FRE170009 - Grouped Projects for Pavement Resurfacing and/or Rehabilitation (Kerman)									
Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 Categories-Pavement Resurfacing									
Sys: Rt: TCM: Model #: Cl:N Exempt Category: Safety - Pavement resurfacing and/or rehabilitation.									
Cost Difference: \$15,000 Est Total Cost: Open to Traffic:									
	Phase	PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND	TOTAL	
	TOTAL				\$295,021			\$295,021	
Loc Funds - City Funds	CON				\$295,021			\$295,021	
	TOTAL				\$39,838	\$229,141		\$268,979	
RSTP - STP Lifeline	CON				\$39,838	\$229,141		\$268,979	
	TOTAL PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TOTAL RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TOTAL CON	\$0	\$0	\$0	\$334,859	\$229,141	\$0	\$0	\$564,000
	TOTAL TOTAL				\$334,859	\$229,141			\$564,000

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Various Agencies

FRE070701 VIRTUAL LUMP SUM		AMENDMENT: 18-12								
Project Title: FRE070701 - Grouped Projects for Railroad/Highway Crossing										
Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories-railroad/highway crossing										
Sys:	Rt:	TCM:	Model #:	CI:N	Exempt Category: Safety - Railroad/highway crossing.					
				Cost Difference: \$-1,494,750	Est Total Cost:			Open to Traffic:		
	Phase	PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND	TOTAL		
	TOTAL			\$829,800	\$1,936,200			\$2,766,000		
Local Rail - STP Railroad Local	CON			\$829,800	\$1,936,200			\$2,766,000		
	TOTAL PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	TOTAL RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	TOTAL CON	\$0	\$0	\$829,800	\$1,936,200	\$0	\$0	\$0	\$2,766,000	
	TOTAL TOTAL			\$829,800	\$1,936,200			\$2,766,000		

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Various Agencies

FRE190021 VIRTUAL LUMP SUM		AMENDMENT: 18-12								
Project Title: FRE190021 - Grouped Projects for Intersection Channelization Projects										
Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories- Intersection channelization projects at individual intersections										
Sys:	Rt:	TCM:	Model #:	CI:N	Exempt Category: Other - Intersection channelization projects.					
				Cost Difference: \$1,017,000		Est Total Cost:		Open to Traffic:		
	Phase	PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND		TOTAL	
	TOTAL					\$110,662	\$44,265	\$745,423	\$900,350	
CMAQ - Congestion Mitigation Regional	CON					\$110,662	\$44,265	\$745,423	\$900,350	
	TOTAL					\$14,338	\$5,735	\$96,577	\$116,650	
Loc Funds - City Funds	CON					\$14,338	\$5,735	\$96,577	\$116,650	
	TOTAL PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	TOTAL RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	TOTAL CON	\$0	\$0	\$0	\$0	\$125,000	\$50,000	\$842,000	\$1,017,000	
	TOTAL TOTAL					\$125,000	\$50,000	\$842,000	\$1,017,000	

ATTACHMENT 2
UPDATED FINANCIAL PLAN

TABLE 1: REVENUE

FRESNO COUNCIL OF GOVERNMENTS
 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
 Amendment 18-12
 (\$'s in 1,000)

Funding Source		NO T E S	4 YEAR (FTIP Period)								TOTAL CURRENT
			FY 2019		FY 2020		FY 2021		FY 2022		
			Amendment		Amendment		Amendment		Amendment		
			Prior No. 18-09	Current No. 18-12	Prior No. 18-09	Current No. 18-12	Prior No. 18-09	Current No. 18-12	Prior No. 18-09	Current No. 18-12	
LOCAL	Sales Tax										
	City										
	County										
	Gas Tax										
	Gas Tax (Subventions to Cities)										
	Gas Tax (Subventions to Counties)										
	Other Local Funds	\$4,884	\$4,257	\$16,381	\$16,402	\$3,237	\$5,467	\$22,524	\$22,735	\$48,861	
	County General Funds	\$1,066	\$1,066	\$724	\$812	\$1,305	\$2,129	\$5,916	\$5,933	\$9,940	
	City General Funds	\$1,713	\$1,096	\$10,041	\$9,974	\$1,529	\$1,706	\$11,249	\$11,473	\$25,639	
	Street Taxes and Developer Fees	\$2,105	\$2,105	\$5,616	\$5,616	\$403	\$232	\$5,359	\$5,329	\$13,282	
	RSTP Exchange funds										
Transit											
Transit Fares											
Other (See Appendix 1)	\$19,803	\$19,803	\$29,623	\$26,561	\$26,019	\$29,118	\$1,730	\$2,399	\$77,881		
Local Total	\$24,687	\$24,060	\$46,004	\$42,963	\$29,256	\$34,585	\$24,254	\$25,134	\$126,742		
REGIONAL	Tolls										
	Bridge Corridor										
	Regional Sales Tax	\$49,712	\$47,890	\$22,433	\$22,433	\$550	\$28,159	\$36,785	\$15,932	\$114,414	
Other (See Appendix 2)			\$30,021	\$30,021					\$30,021		
Regional Total	\$49,712	\$47,890	\$52,454	\$52,454	\$550	\$28,159	\$36,785	\$15,932	\$144,435		
STATE	State Highway Operations and Protection Program (SHOPP) ¹										
	SHOPP	\$110,311	\$110,311	\$44,267	\$46,667	\$43,707	\$55,402	\$67,050	\$59,209	\$271,589	
	SHOPP Prior										
	State Minor Program	\$865	\$865	\$1,758	\$1,758					\$2,623	
	State Transportation Improvement Program (STIP) ¹	\$8,000	\$8,000	\$19,616	\$19,616	\$5,099	\$5,499	\$23,409	\$399	\$33,514	
	STIP	\$8,000	\$8,000	\$19,616	\$19,616	\$5,099	\$5,499	\$23,409	\$399	\$33,514	
	STIP Prior										
	State Bond										
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program (ATP) ¹	\$1,262	\$1,262	\$6,468	\$5,431	\$2,550	\$2,588		\$450	\$9,731	
	Highway Maintenance (HM) Program ¹										
	Highway Bridge Program (HBP) ¹	\$10,045	\$10,045	\$5,623	\$8,738	\$5,417	\$5,112	\$5,833	\$6,201	\$30,096	
	Road Repair and Accountability Act of 2017 (SB1)				\$1,365		\$345			\$1,710	
Traffic Congestion Relief Program (TCRP)											
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)											
Other (See Appendix 3)	\$9,000	\$9,000	\$29,881	\$29,881					\$38,881		
State Total	\$139,483	\$139,483	\$107,613	\$113,456	\$56,773	\$68,946	\$96,292	\$66,259	\$388,144		
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants	\$13,450	\$13,450	\$11,850	\$11,850	\$12,050	\$12,050			\$37,350	
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities	\$1,323	\$1,323	\$829	\$829					\$2,152	
	5311 - Formula Grants for Rural Areas	\$1,580	\$1,580	\$1,790	\$1,790					\$3,370	
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants	\$2,745	\$2,745	\$5,795	\$5,795					\$8,540	
	FTA Transfer from Prior FTIP										
Other (See Appendix 4)											
Federal Transit Total	\$19,098	\$19,098	\$20,264	\$20,264	\$12,050	\$12,050			\$51,412		
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$12,766	\$12,766	\$12,990	\$12,990	\$12,985	\$17,985	\$12,980	\$19,980	\$63,721	
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)					\$2,438	\$2,774	\$3,435	\$4,097	\$6,871	
	Highway Infrastructure Program (HIP) - PRIOR										
	High Priority Projects (HPP) and Demo	\$1,940	\$1,940							\$1,940	
	Highway Safety Improvement Program (HSIP)	\$3,331	\$3,331	\$388	\$388	\$338	\$338	\$1,222	\$1,222	\$5,279	
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program										
	Recreational Trails Program										
SAFETEA-LU Safe Routes to School (SRTS)											
Surface Transportation Block Grant Program (STBGR/STP)	\$12,839	\$12,839	\$13,252	\$13,338	\$13,247	\$13,247	\$13,242	\$13,242	\$52,666		
Other (see Appendix 5)	\$181	\$181							\$181		
Federal Highway Total	\$31,057	\$31,057	\$26,630	\$26,716	\$29,008	\$34,344	\$30,879	\$38,541	\$130,658		
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)										
	Federal Railroad Administration Total										
Federal Total	\$50,155	\$50,155	\$46,894	\$46,980	\$41,058	\$46,394	\$30,879	\$38,541	\$182,070		
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix 7)										
Innovative Financing Total											
REVENUE TOTAL		\$264,037	\$261,588	\$252,965	\$255,853	\$127,637	\$178,084	\$188,210	\$145,866	\$841,391	

Financial Summary Notes:
¹ State Programs that include both state and federal funds
² HIP Revenue Allocation Released 3/25/2019

TABLE 2: PROGRAMMED

FRESNO COUNCIL OF GOVERNMENTS
 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
 Amendment 18-12
 (\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Period)								TOTAL CURRENT
		FY 2019		FY 2020		FY 2021		FY 2022		
		Amendment		Amendment		Amendment		Amendment		
		Prior No. 18-09	Current No. 18-12	Prior No. 18-09	Current No. 18-12	Prior No. 18-09	Current No. 18-12	Prior No. 18-09	Current No. 18-12	
LOCAL	Local Total	\$24,687	\$24,060	\$46,004	\$39,245	\$25,538	\$34,585	\$24,254	\$25,134	\$123,024
REGIONAL	Tolls									
	Bridge Corridor									
	Regional Sales Tax	\$49,712	\$47,890	\$22,433	\$22,433	\$550	\$28,159	\$36,785	\$15,932	\$114,414
	Other (See Appendix A)			\$30,021	\$30,021					\$30,021
	Regional Total	\$49,712	\$47,890	\$52,454	\$52,454	\$550	\$28,159	\$36,785	\$15,932	\$144,435
STATE	State Highway Operations and Protection Program (SHOPP) ¹	\$111,176	\$111,176	\$46,025	\$48,425	\$43,707	\$55,402	\$67,050	\$59,209	\$274,212
	SHOPP	\$110,311	\$110,311	\$44,267	\$46,667	\$43,707	\$55,402	\$67,050	\$59,209	\$271,589
	SHOPP Prior									
	State Minor Program	\$865	\$865	\$1,758	\$1,758					\$2,623
	State Transportation Improvement Program (STIP) ¹	\$8,000	\$8,000	\$19,616	\$19,616	\$5,099	\$5,499	\$23,409	\$399	\$33,514
	STIP	\$8,000	\$8,000	\$19,616	\$19,616	\$5,099	\$5,499	\$23,409	\$399	\$33,514
	STIP Prior									
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)									
	Active Transportation Program ¹	\$1,262	\$1,262	\$6,468	\$5,431	\$2,550	\$2,588		\$450	\$9,731
	Highway Maintenance (HM) Program ¹									
	Highway Bridge Program (HBP) ¹	\$10,045	\$10,045	\$5,623	\$8,738	\$5,417	\$5,112	\$5,833	\$6,201	\$30,096
	Road Repair and Accountability Act of 2017 (SB1)				\$1,365		\$345			\$1,710
Traffic Congestion Relief Program (TCRP)										
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)	\$9,000	\$9,000	\$29,881	\$29,881					\$38,881	
Other (See Appendix B)										
	State Total	\$139,483	\$139,483	\$107,613	\$113,456	\$56,773	\$68,946	\$96,292	\$66,259	\$388,144
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants	\$13,450	\$13,450	\$11,850	\$11,850	\$12,050	\$12,050			\$37,350
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities	\$1,323	\$1,323	\$829	\$829					\$2,152
	5311 - Formula Grants for Rural Areas	\$1,580	\$1,580	\$1,790	\$1,790					\$3,370
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants	\$2,745	\$2,745	\$5,795	\$5,795					\$8,540
	FTA Transfer from Prior FTIP									
	Other (See Appendix C)									
	Federal Transit Total	\$19,098	\$19,098	\$20,264	\$20,264	\$12,050	\$12,050			\$51,412
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$10,239	\$10,239	\$12,986	\$12,546	\$12,823	\$16,732	\$12,675	\$16,853	\$56,370
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)									
	Coordinated Border Infrastructure Program									
	Federal Lands Access Program									
	Federal Lands Transportation Program									
	GARVEE Bonds Debt Service Payments									
	Highway Infrastructure Program (HIP)					\$2,438	\$2,774	\$3,435	\$4,097	\$6,871
	Highway Infrastructure Program (HIP) - PRIOR									
	High Priority Projects (HPP) and Demo	\$1,940	\$1,940							\$1,940
	Highway Safety Improvement Program (HSIP)	\$3,331	\$3,331	\$388	\$388	\$338	\$338	\$1,222	\$1,222	\$5,279
	National Highway Freight Program (NHFP)									
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)									
	Railway-Highway Crossings Program									
	Recreational Trails Program									
SAFETEA-LU Safe Routes to School (SRTS)										
Surface Transportation Block Grant Program (STBGP/RSTP)	\$12,797	\$12,696	\$12,563	\$13,224	\$13,171	\$13,132	\$13,169	\$12,905	\$51,957	
Other (see Appendix D)	\$181	\$181							\$181	
	Federal Highway Total	\$28,488	\$28,387	\$25,937	\$26,158	\$28,770	\$32,976	\$30,501	\$35,077	\$122,598
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)									
	Federal Railroad Administration Total									
	Federal Total	\$47,586	\$47,485	\$46,201	\$46,422	\$40,820	\$45,026	\$30,501	\$35,077	\$174,010
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other (See Appendix F)									
	Innovative Financing Total									
	PROGRAMMED TOTAL	\$261,468	\$258,918	\$252,272	\$251,577	\$123,681	\$176,716	\$187,832	\$142,402	\$829,613

MPO Financial Summary Notes:
¹ State Programs that include both state and federal funds.

TABLE 3: REVENUE-PROGRAMMED

FRESNO COUNCIL OF GOVERNMENTS
 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
 Amendment 18-12
 (\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Period)								TOTAL CURRENT
		FY 2019		FY 2020		FY 2021		FY 2022		
		Amendment		Amendment		Amendment		Amendment		
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	
		No. 18-09	No. 18-12	No. 18-09	No. 18-12	No. 18-09	No. 18-12	No. 18-09	No. 18-12	
LOCAL	Local Total				\$3,718	\$3,718				\$3,718
REGIONAL	Tolls									
	Bridge Corridor Regional Sales Tax Other									
	Regional Total									
STATE	State Highway Operations and Protection Program (SHOPP) ¹									
	SHOPP									
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program (STIP) ¹									
	STIP									
	STIP Prior									
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)									
	Active Transportation Program ¹									
	Highway Maintenance (HM) Program ¹									
	Highway Bridge Program (HBP) ¹									
	Road Repair and Accountability Act of 2017 (SB1)									
Traffic Congestion Relief Program (TCRP)										
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
Other										
	State Total									
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants									
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas									
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants									
	FTA Transfer from Prior FTIP									
	Other									
	Federal Transit Total									
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$2,527	\$2,527	\$4	\$444	\$162	\$1,253	\$305	\$3,127	\$7,351
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)									
	Coordinated Border Infrastructure Program									
	Federal Lands Access Program									
	Federal Lands Transportation Program									
	GARVEE Bonds Debt Service Payments									
	Highway Infrastructure Program (HIP)									
	Highway Infrastructure Program (HIP) - PRIOR									
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)									
	National Highway Freight Program (NHFP)									
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)									
	Railway-Highway Crossings Program									
	Recreational Trails Program									
SAFETEA-LU Safe Routes to School (SRTS)										
Surface Transportation Block Grant Program (STBGP/RSTP)	\$42	\$143	\$689	\$114	\$76	\$115	\$73	\$337	\$709	
Other										
	Federal Highway Total	\$2,569	\$2,670	\$693	\$558	\$238	\$1,368	\$378	\$3,464	\$8,060
FEDERAL RAIL	Other Federal Railroad Administration									
	Federal Railroad Administration Total									
	Federal Total	\$2,569	\$2,670	\$693	\$558	\$238	\$1,368	\$378	\$3,464	\$8,060
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other									
	Innovative Financing Total									
REVENUE - PROGRAM TOTAL		\$2,569	\$2,670	\$693	\$4,276	\$3,956	\$1,368	\$378	\$3,464	\$11,778

ATTACHMENT 3

2018 RTP AMENDMENT NO. 3

CHANGE SUMMARY AND PROJECT LIST

**FRESNO COUNCIL OF GOVERNMENTS
FORMAL AMENDMENT NO. 3 TO THE 2018 RTP
CHANGE REPORT AS OF 9/1/2020 (In \$1,000)**

LEAD AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PCT CHANGE	COST DIFFERENCE	COST BEFORE	COST REVISED	NARRATIVE	NOTES
Fresno County	FRE150057	Millerton Road Widening - Friant to Marina	Millerton Road - Friant Road to Marina Drive: Widen from 2 LU to 4 LD	11%	\$2,766	\$25,500	\$28,266	<p>Change Reason: Revise Project Scope, Increase Funding, Revise Project Completion Date</p> <p>Revise Scope: - from "Millerton Road Widening - Friant to Table Mountain" to "Millerton Road Widening - Friant to Marina"</p> <p>Revise Project Completion Date: - from "2025" to "2030"</p> <p>Total RTP project cost increased from \$28,153 to \$28,266</p>	Reduce scope by 1.3 miles (from Table Mountain to Marina Dr), Revise Open to Traffic Year 2025 to 2030, Increase Cost
Fresno	FRE190019	Ashlan Ave EB Widen: Polk to Cornelia	Ashlan Ave from Polk to Cornelia; widen to eastbound lane from 1 lane to 2 lanes, install median, sidewalks, curb, gutter, curb ramps, streetlights, storm drain, & power pole relocation.		\$3,313	\$0	\$3,313	<p>New Project</p> <p>Total RTP project cost \$3,313</p>	New project created on RTP to separate the EB widening from the WB widening on FRE500617 Open to Traffic Date: 2023
Fresno	FRE500617	Ashlan WB-Polk to Cornelia: 1 LU to 2 LD	1 LU to 2 LD with bike lanes and sidewalks	0%	\$0	\$1500	\$1,500	<p>Change Reason: Reduce Scope, Revise Project Description/Title</p> <p>Revise Project Description/Title: - from "Ashlan-Polk to Cornelia: 2 LU to 4 LD" to "Ashlan WB-Polk to Cornelia: 1 LU to 2 LD"</p> <p>Total project cost remains the same at \$1,500</p>	Revised project title/description on RTP to separate the WB widening from the EB widening now programmed on FRE190019 Open to Traffic Date: 2025

2018 Regional Transportation Plan

Financial Summary

Page 5-13 Table 5-1

AS SHOWN IN ADOPTED 2018 RTP

Project Type	Total Dollars		Number of Projects	
	Dollar Amount	Percentage	Number	Percentage
Bicycle & Pedestrian	\$551,136,000	7.94%	523	16.73%
Streets & Roads Capacity Increasing	\$2,376,021,000	34.21%	372	11.90%
Streets & Roads Operations & Maintenance	\$2,767,824,300	39.85%	2147	68.68%
Transit	\$1,250,255,000	18.00%	84	2.69%
TOTAL	\$6,945,236,300	100.00%	3,126	100.00%

CHANGES AS OF 2019 FTIP AMENDMENT NO. 6 AND 2018 RTP AMENDMENT NO. 2

Project Type	Total Dollars		Number of Projects	
	Dollar Amount	Percentage	Number	Percentage
Bicycle & Pedestrian	\$561,139,000	7.43%	526	16.70%
Streets & Roads Capacity Increasing	\$2,486,769,000	32.95%	379	12.03%
Streets & Roads Operations & Maintenance	\$3,229,165,300	42.79%	2156	68.44%
Transit	\$1,270,232,000	16.83%	89	2.83%
TOTAL	\$7,547,305,300	100.00%	3,150	100.00%

CHANGES AS OF 2019 FTIP AMENDMENT NO. 12 AND 2018 RTP AMENDMENT NO. 3

Project Type	Total Dollars		Number of Projects	
	Dollar Amount	Percentage	Number	Percentage
Bicycle & Pedestrian	\$561,139,000	7.43%	526	16.69%
Streets & Roads Capacity Increasing	\$2,490,195,000	32.98%	380	12.06%
Streets & Roads Operations & Maintenance	\$3,229,165,300	42.77%	2156	68.42%
Transit	\$1,270,232,000	16.82%	89	2.82%
TOTAL	\$7,550,731,300	100.00%	3,151	100.00%

2018 Regional Transportation Program (RTP) Financially Constrained Project Listing

(Dollars in \$1,000)

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

NOTE: The attached listing is an excerpt of the Full draft 2018 RTP Financially Constrained Project Listing found on the Fresno COG website at www.fresnocog.org/project/regional-transportation-plan-rtp/. The attached excerpt identifies RTP projects that are affected by RTP Formal Amendment #3, and are highlighted in yellow.

**FRESNO COUNCIL OF GOVERNMENTS
2018 REGIONAL TRANSPORTATION PLAN
FINANCIALLY CONSTRAINED PROJECT LISTING (In \$1,000)**

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST (\$1,000)
Fresno	FRE500613	Ashlan-Maroa to Blackstone: 2, 3, & 4 LU to 4 LD	2, 3 and 4 LU to 4 LD with bike lanes and sidewalks,curb & gutter	Streets & Roads-Capacity Increasing	2023	\$1,550
Fresno	FRE500617	Ashlan WB-Polk to Cornelia: 1 LU to 2 LD	1 LU to 2 LD with bike lanes and sidewalks	Streets & Roads-Capacity Increasing	2025	\$1,500
Fresno	FRE501742	Barstow - Veterans to Island Waterpark 3 LU to 5 LU	3 LU to 5 LU with bike lanes and sidewalk	Streets & Roads-Capacity Increasing	2027	\$1,500
Fresno	FRE500622	Barstow-Bryan to Hayes: 4L	Unconstructed to 4L	Streets & Roads-Capacity Increasing	2021	\$1,450
Fresno	FRE500627	Barstow-Chestnut to Willow: 2 LU to 5 LU	2 LU to 5 LU with bike lanes and sidewalks,curb & gutter	Streets & Roads-Capacity Increasing	2030	\$1,500
Fresno	FRE500621	Barstow-Grantland to Bryan: 2 LU to 4 LU	2 LU to 4 LU	Streets & Roads-Capacity Increasing	2021	\$1,450
Fresno	FRE500626	Barstow-Maroa to Blackstone: 3 LU to 5 LU	3 LU to 5 LU with bike lanes and sidewalks, curb & gutter	Streets & Roads-Capacity Increasing	2030	\$1,500
Fresno	FRE501743	Behymer - Chestnut to Willow 3LD to 4LD	3 LD to 4 LD with bike lanes, curb, gutter & sidewalks	Streets & Roads-Capacity Increasing	2027	\$1,240
Fresno	FRE500628	Behymer-Maple to Chestnut: 3 LD to 4 LD	3 LD to 4 LD with sidewalks, bike lanes,curb & gutter	Streets & Roads-Capacity Increasing	2025	\$620
Fresno	FRE500634	Belmont- Cornelia to Marks: 2 LU to 5 LU	2 LU to 5 LU with bike lanes, gutter, curbs and sidewalks	Streets & Roads-Capacity Increasing	2035	\$96,000
Fresno	FRE500633	Belmont-Armstrong to Temperance: 2 LU to 4 LD	2 LU to 4 LD with sidewalks,gutter, curb and bike lanes	Streets & Roads-Capacity Increasing	2030	\$1,550
Fresno	FRE500631	Belmont-Clovis to Armstrong: 3 LD to 4 LD (add WB Lane)	3 LD to 4 LD (add WB Lane), bike lane, gutter, curb and sidewalk	Streets & Roads-Capacity Increasing	2030	\$4,650
Fresno	FRE500632	Belmont-Fowler to Armstrong: 3 LD to 4 LD (add WB Lane)	3 LD to 4 LD (add WB lane), bike lane and sidewalks	Streets & Roads-Capacity Increasing	2025	\$900
Fresno	FRE501744	Brawley- Belmont to Clinton: 2 LU to 4 LU	2 LU to 4 LU with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2027	\$3,625
Fresno	FRE501745	Brawley- Madison to Belmont: 2 LU to 5 LU	2 LU to 5 LU with bike lanes, sidewalks, curb and gutter	Streets & Roads-Capacity Increasing	2022	\$1,500
Fresno	FRE500638	Brawley-Clinton to Parkway: 2 LU to 4 LU	2 LU to 4 LU, 2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2030	\$6,150
Fresno	FRE500640	Brawley-Palo Alto to Herndon: 2 LU to 4 LD	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2025	\$930
Fresno	FRE500641	Brawley-S of Shaw to Ashlan: 2 LU to 4 LD	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2030	\$3,100
Fresno	FRE501075	Broadway, Fresno to Tuolumne	Unconstructed to 2 LU with sidewalks	Streets & Roads-Capacity Increasing	2030	\$400
Fresno	FRE500645	Bryan-Belmont to McKinley	Unconstructed to 3 LU with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2035	\$2,000
Fresno	FRE501746	Bullard - Figarden to Brawley 2 LU to 5 LU	2 LU to 5 LU with bike lanes and sidewalk	Streets & Roads-Capacity Increasing	2027	\$600
Fresno	FRE500512	Bullard Diagonal-Carnegie to Veterans: 4 LD	Unconstructed to 4 LD with bike lanes, sidewalks,curb & gutter	Streets & Roads-Capacity Increasing	2023	\$1,860
Fresno	FRE500576	Bullard-Blackstone to Fresno: 5 LD to 6 LD	5 LD to 6 LD with bike lanes and sidewalks,curb & gutter	Streets & Roads-Capacity Increasing	2035	\$2,050
Fresno	FRE500455	Bullard-Fruit to Palm: 4 LU to 2LD	4 LU to 2 LD	Streets & Roads-Capacity Increasing	2030	\$2,000

**FRESNO COUNCIL OF GOVERNMENTS
2018 REGIONAL TRANSPORTATION PLAN
FINANCIALLY CONSTRAINED PROJECT LISTING (In \$1,000)**

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST (\$1,000)
Clovis	FRE150002	Peach Avenue from South of Vartikian to Palo Alto - Widen and Rehab	Peach Avenue from South of Vartikian to Palo Alto; widening, reconstructing and rehabilitation including grinding, new asphalt concrete, aggregate base, and re-striping	Streets & Roads-Capacity Increasing	2020	\$212
Clovis	FRE170005	Villa-Minnewawa Street Improvements from Herndon to Alluvial	Villa-Minnewawa Ave from Herndon Ave to Alluvial Ave. Road widening reconstruction, installation of curbs, gutters, returns, bicycle lanes, sidewalk, median island, adjustment of existing utilities, installation of landscaping, irrigation, traffic striping, marking and signage, and street lights.	Streets & Roads-Capacity Increasing	2021	\$2,041
Fresno	FRE190019	Ashlan Ave EB Widen: Polk to Cornelia	Ashlan Ave from Polk to Cornelia; widen to eastbound lane from 1 lane to 2 lanes, install median, sidewalks, curb, gutter, curb ramps, streetlights, storm drain, & power pole relocation.	Streets & Roads-Capacity Increasing	2023	\$3,313
Fresno	FRE111343	California-Fruit to Ventura 2 LU to 4 LD	Widen from 2 lane undivided to 4 lane divided arterial(Measure C Project H2 in the Urban Regional Program)	Streets & Roads-Capacity Increasing	2028	\$9,384
Fresno	FRE190015	Central Ave Widening - Cedar to Orange	Central Ave from Cedar Ave to Orange Ave; Widen roadway from 2 lanes to 3 lanes, curb, gutter, curb ramps, and northside sidewalk	Streets & Roads-Capacity Increasing	2023	\$3,340
Fresno	FRE111353	Herndon @ SR 99-Widen Undercrossing	Widen Undercrossing to 5 LN(Measure C Project K8 in the Urban Regional Program)	Streets & Roads-Capacity Increasing	2028	\$26,365
Fresno	FRE111350	Herndon-Milburn to Polk: 4LD to 6LD	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)	Streets & Roads-Capacity Increasing	2023	\$12,619
Fresno	FRE111346	Herndon-Polk to Weber : 4Ld to 6LD	Widen from 4 LD to 6 LD(Measure C Project K10 in the Urban Regional Program)	Streets & Roads-Capacity Increasing	2030	\$2,931
Fresno	FRE190001	McKinley Widening - Hughes to Marks	McKinley Ave from Hughes Ave to Marks Ave; Widening, asphalt overlay and installation of curb, gutter, ramps, signal loop detectors, sidewalks, streetlights, HAWK, signage and striping.	Streets & Roads-Capacity Increasing	2023	\$4,371
Fresno	FRE111316	Peach Ave, Jensen to Butler - Widen to 4 Lanes	Widen Peach, Jensen to Butler to 4 Lanes(Measure C Project I2A, I2B, I2C in the Urban Regional Program)	Streets & Roads-Capacity Increasing	2028	\$4,484
Fresno	FRE190002	Polk Ave Widening - Gettysburg to Shaw Westside	Polk Ave from Gettysburg to Shaw; Westside widening, asphalt overlay and installation of curb, gutter, ramps, signal loop detectors, sidewalks, streetlights, HAWK, signage & striping	Streets & Roads-Capacity Increasing	2023	\$4,197
Fresno	FRE111312	Ventura, SR 41 to SR 99 Widen from 4LU to 4 LD	Widen to 4 LN Divided Arterial(Measure C Project F in the Urban Regional Program)	Streets & Roads-Capacity Increasing	2028	\$3,427
Fresno	FRE111328	Veterans Blvd / SR99 Interchange Project: SR99 Interchange and Golden State Grade Separation (Phase 3)	Veterans Blvd./SR 99 Interchange; partial cloverleaf interchange with bridges over SR 99, Golden State Blvd., and southbound off-ramp, 6 lane divided Veterans Blvd., 2 lane connecting street to Golden State Blvd., concrete curb and gutter, concrete median, trail, concrete sidewalks, sewer mains, water and recycled water mains, street lights, landscape and irrigation, and Sierra Ave street improvements to Bullard Ave.	Streets & Roads-Capacity Increasing	2023	\$56,663

**FRESNO COUNCIL OF GOVERNMENTS
2018 REGIONAL TRANSPORTATION PLAN
FINANCIALLY CONSTRAINED PROJECT LISTING (In \$1,000)**

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST (\$1,000)
Fresno	FRE111329	Veterans Blvd-New 4 LD Super arterial from Shaw to Barstow & from Bullard-Bryan to Herndon and Connect Interchange to Shaw & Herndon	Phase 1 - Extension of Bullard Ave from 650ft n/o Carnegie Ave to Veterans Blvd; 2 LD Bullard Ave, AC curb, concrete median island, storm drain, sewer main, water mains, and traffic signal Phase 2 – Bridge over UPRR & CHSRA at HWY 99; 6LD bridge Veterans Blvd. Complete 2 LD Veterans Blvd from Riverside Dr to new HWY99 bridge, concrete approaching bridge, traffic signal, street lights, water mains, storm drains, and street alterations to Carnegie Ave. Phase 4a - Extension of Veterans Blvd from Bryan/Barstow to Shaw - 4 LD, AC curb, concrete median island, trail, traffic signal, water mains, landscape and irrigation, and transitional street improvements to Shaw Ave.	Streets & Roads-Capacity Increasing	2021	\$41,246
Fresno	FRE190016	Veterans Blvd / SR99 Interchange Project: Veterans Extension; Riverside/Bullard to Herndon	Extension of Veterans Blvd from Riverside/Bullard to Herndon - 6 lane divided, curb & gutter, concrete median island, traffic signals, trail, street lights, Hayes Ave street improvements, water and recycled water mains, landscape and irrigation, and transitional Herndon Ave street improvements.	Streets & Roads-Capacity Increasing	2023	\$7,491
Fresno	FRE111307	Willow, Herndon to Alluvial: Widen to 3 Southbound Lanes	Widen to 3 SB Lanes(Measure C Project D7 in the Urban Regional Program)	Streets & Roads-Capacity Increasing	2028	\$5,752
Fresno	FRE111306	Willow-International to Copper Southbound: Widen to 3 Lanes	Willow-International to Copper Southbound: Widen to 3 Lanes(Measure C Project D6 in the Urban Regional Program)	Streets & Roads-Capacity Increasing	2028	\$783
Fresno County	FRE150057	Millerton Road Widening - Friant to Marina	Millerton Road - Friant Road to Marina Drive: Widen from 2 LU to 4 LD	Streets & Roads-Capacity Increasing	2030	\$28,266
Caltrans	FRE040501	Grouped Projects for Bridge Rehabilitation and Reconstruction-HBP Program	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories-Widening narrow pavements or reconstructing bridges (no additional travel lanes).	Streets & Roads-Maintenance	n/a	\$73,628
Caltrans	FRE041001	Grouped Projects for Shoulder Improvements-SHOPP Roadside Preservation Program	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories-Fencing, safety roadside rest areas	Streets & Roads-Maintenance	n/a	\$4,939
Caltrans	FRE071003	Grouped Projects for Bridge Rehabilitation and Reconstruction-SHOPP Program	Lump-Sum Bridge Preservation Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Projects are consistent with 40 CFR part 93.126 Exempt Tables 2 categories-Widening narrow pavements or reconstructing bridges (no additional travel lanes).	Streets & Roads-Maintenance	n/a	\$32,756
Caltrans	FRE071007	Grouped Projects for Pavement Resurfacing and/or Rehabilitation-SHOPP Roadway Preservation Program	Projects are consistent with 40 CFR part 93.126 Exempt Tables 2 categories-Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)	Streets & Roads-Maintenance	n/a	\$565,117

ATTACHMENT 4
CORRESPONDING CONFORMITY ANALYSIS

CONFORMITY FINDING FOR AIR QUALITY

Documentation has been provided under a separate cover. The public comment period for the Air Quality Conformity Analysis will be held from September 3, 2020 to October 2, 2020. A public hearing will be held on September 16, 2020 at 5 p.m. Due to the State of California's public health guidelines related to the COVID-19 pandemic and pursuant to Executive Order N-29-20, this public hearing will be held via webcast. In-person attendance is not be permitted. Details for how to participate will be published in the meeting agenda at <https://agendas.fresnocog.org>.

At their Sept. 24, 2020 regular meeting, staff will request delegated authority from the Fresno COG Policy Board authorizing Fresno COG's Executive Director to approve the document, via resolution, upon the close of the public comment period. This document may be reviewed at the Fresno COG website at <https://www.fresnocog.org/project/conformity/>.

ATTACHMENT 5

DRAFT PUBLIC NOTICE AND ADOPTION RESOLUTION

**NOTICE OF PUBLIC MEETING ON THE
DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENT #12,
DRAFT 2018 REGIONAL TRANSPORTATION PLAN AMENDMENT #3,
AND DRAFT CORRESPONDING CONFORMITY ANALYSIS**

Fresno Council of Governments (Fresno COG) herein provides notice that it will hold a public hearing at 5 p.m. on Sept. 16, 2020 regarding the Draft 2019 Federal Transportation Improvement Program Amendment No. 12 (2019 FTIP Amendment No. 12), Draft 2018 Regional Transportation Plan Amendment No. 3 (2018 RTP Amendment No. 3), and the Draft Corresponding Air Quality Conformity Analysis. Due to the State of California's public health guidelines related to the COVID-19 pandemic and pursuant to Executive Order N-29-20, this public hearing will be held via webcast. In-person attendance is not be permitted. Details for how to participate will be published in the meeting agenda at <https://agendas.fresnocog.org/>

The hearing officer will receive public comments on these documents.

- The 2019 FTIP is a near-term listing of capital improvement and operational expenditures using federal and state monies for transportation projects in Fresno County during the next four years. The 2019 FTIP Amendment No. 12 makes funding, open-to-traffic-date, and scope changes to regionally significant, capacity-increasing projects. This amendment also adds and deletes project phases and line-item projects.
- The 2018 RTP is a long-term strategy to meet Fresno County transportation needs through 2042. The 2018 RTP Amendment No. 3 reflects funding, open-to-traffic-date, and scope changes to regionally significant, capacity-increasing projects. The amendment's changes are consistent with regionally significant projects' design concept, scope, or schedules, and do not change the plan's timeframe. Changes proposed in the 2018 RTP Amendment #3 continue to adhere to Conformity budgets, and therefore does not require a supplemental Environmental Impact Report (EIR).
- The Corresponding Conformity Analysis contains the documentation to support a finding that the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 meets the most recent air quality conformity requirements for ozone and particulate matter.

Translation services are available (with three-working-days' advance notice) to participants speaking any language with available professional translation services.

A 30-day public review and comment period will commence Sept. 3 and conclude on Oct. 2, 2020. The draft documents are available for review at www.fresnocog.org. *Fresno COG's office is closed due to Executive Order N-29-20; however, a hard copy will be provided upon request.*

Public comments are welcomed at the meeting or may be submitted in writing by 5 p.m. Oct. 2, to Kristine Cai at the address below.

At their Sept. 24, 2020 regular meeting, staff will request delegated authority from the Fresno COG Policy Board authorizing Fresno COG's Executive Director to approve the documents, via

resolution, upon the close of the public comment period and review of all comments. Upon the Executive Director's approval, the documents will then be submitted for state and federal approval.

Contact Person: Kristine Cai, Deputy Director
2035 Tulare Street, Suite 201, Fresno, CA 93721
559-233-4148
kcai@fresnocog.org

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2020-30

IN THE MATTER OF:
2019 FTIP AMENDMENT #12,
2018 RTP AMENDMENT #3,
CORRESPONDING
CONFORMITY ANALYSIS

RESOLUTION ADOPTING THE 2019 FTIP
AMENDMENT #12, 2018 RTP AMENDMENT
#3 AND CORRESPONDING CONFORMITY
ANALYSIS

WHEREAS, the Fresno Council of Governments is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, a 2018 Regional Transportation Plan Amendment #3 (2018 RTP Amendment #3) has been prepared in full compliance with federal guidance; and

WHEREAS, a 2018 Regional Transportation Plan Amendment #3 has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a short range Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, the 2019 Federal Transportation Improvement Program Amendment #12 (2019 FTIP Amendment #12) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the Fresno Council of Governments forum and general public involvement; and

WHEREAS, the 2019 FTIP Amendment #12 program listing is consistent with: 1) the 2018 Regional Transportation Plan Amendment #3; 2) the 2018 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, the 2019 FTIP Amendment #12 contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 meets all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, projects submitted in the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the RTP and FTIP; and

WHEREAS, the Corresponding Conformity Analysis supports a finding that the FTIP Amendment #12 and 2018 RTP Amendment #3 prepared in compliance with the requirements of the federal implementation rule for the 2015 ozone standard; and

WHEREAS, the Corresponding Conformity Analysis supports a finding that the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 meet the air quality conformity requirements for ozone and particulate matter; and

WHEREAS, the 2018 RTP Amendment #3 and 2019 FTIP Amendment #12 do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2018 RTP Amendment #3 and 2019 FTIP Amendment #12 conform to the applicable SIPs; and

WHEREAS, the documents have been widely circulated and reviewed by Fresno Council of Governments advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Fresno County consistent with public participation process adopted by Fresno Council of Governments and

WHEREAS, a public hearing was conducted on September 16, 2020 to hear and consider comments on the 2019 FTIP Amendment #12, 2018 RTP Amendment #3, and Corresponding Conformity Analysis;

WHEREAS, the Fresno Council of Governments Policy Board delegated authority to the Executive Director to approve 2019 FTIP Amendment #12, 2018 RTP Amendment #3, and Corresponding Conformity Analysis on September 24, 2020;

NOW, THEREFORE, BE IT RESOLVED, that Fresno Council of Governments adopts the 2019 FTIP Amendment #12, 2018 RTP Amendment #3, and Corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that the Fresno Council of Governments finds that 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 is in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

THE FOREGOING RESOLUTION was passed and adopted by Fresno Council of Governments this xxth day of October, 2020.

Signed: _____
Tony Boren, Executive Director

**DRAFT 2020 CONFORMITY ANALYSIS
FOR THE 2019 FEDERAL TRANSPORTATION IMPROVEMENT
PROGRAM AMENDMENT #12 AND THE 2018 REGIONAL
TRANSPORTATION PLAN AMENDMENT #3**

OCTOBER ##, 2020 *(NOTE: DATE WILL BE FINALIZED UPON APPROVAL)*

FRESNO COUNCIL OF GOVERNMENTS
2035 TULARE STREET, SUITE 201
FRESNO, CA, 93721

www.fresnocog.org

This report was funded in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U. S. Department of Transportation. The views and opinions of Fresno Council of Governments expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation

TABLE OF CONTENTS

EXECUTIVE SUMMARY 1
 CONFORMITY REQUIREMENTS 2
 CONFORMITY TESTS 3
 RESULTS OF THE CONFORMITY ANALYSIS 3
 REPORT ORGANIZATION 4

CHAPTER 1: FEDERAL AND STATE REGULATORY REQUIREMENTS 5
 A. FEDERAL AND STATE CONFORMITY REGULATIONS 5
 B. CONFORMITY REGULATION REQUIREMENTS 7
 C. AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY 9
 D. CONFORMITY TEST REQUIREMENTS 11
 E. ANALYSIS YEARS 16

CHAPTER 2: LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING 19
 A. SOCIOECONOMIC DATA 21
 B. TRANSPORTATION MODELING 23
 C. TRAFFIC ESTIMATES 28
 D. VEHICLE REGISTRATIONS 29
 E. STATE IMPLEMENTATION PLAN MEASURES 29

CHAPTER 3: AIR QUALITY MODELING 32
 A. EMFAC2014 32
 B. ADDITIONAL PM-10 ESTIMATES 34
 C. PM2.5 APPROACH 35
 D. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES 37

CHAPTER 4: TRANSPORTATION CONTROL MEASURES 39
 A. TRANSPORTATION CONFORMITY REGULATION REQUIREMENTS FOR TCMS 39
 B. APPLICABLE AIR QUALITY IMPLEMENTATION PLANS 41
 C. IDENTIFICATION OF 2002 RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION 42
 D. TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN 44
 E. RTP CONTROL MEASURE ANALYSIS IN SUPPORT OF 2003 PM-10 PLAN 44

CHAPTER 5: INTERAGENCY CONSULTATION 48
 A. INTERAGENCY CONSULTATION 48
 B. PUBLIC CONSULTATION 49

CHAPTER 6: TIP AND RTP CONFORMITY 50

REFERENCES 53

APPENDICES

Appendix A: Conformity Checklist

Appendix B: Transportation Project Listing

Appendix C: Conformity Analysis Documentation

Appendix D: Timely Implementation Documentation for Transportation Control Measures

Appendix E: Public Hearing Process Documentation

Appendix F: Response to Public Comments

TABLES

Table 1-1: On-Road Motor Vehicle 2008 and 2015 Ozone Standard Emissions Budgets..... 12
Table 1-2: On-Road Motor Vehicle PM-10 Emissions Budgets 13
Table 1-3: On-Road Motor Vehicle 1997 (24-hour and annual) and 14
2012 (annual) PM2.5 Standard Emissions Budgets 14
Table 1-4: On-Road Motor Vehicle 2006 24-Hour PM2.5 Standard Emissions Budgets..... 16
Table 1-5: San Joaquin Valley Conformity Analysis Years..... 17
Table 2-1: Summary of Latest Planning Assumptions for the Fresno Council of Governments
Conformity Analysis..... 20
Table 2-2: Traffic Network Comparison for Horizon Years Evaluated in Conformity Analysis 29
Table 2-3: 2007 PM-10 Maintenance Plan Measures Assumed in the Conformity Analysis 30
Table 2-4: 2008 PM2.5 (1997 Standard) Plan Measures Assumed in the Conformity Analysis 31
Table 2-5: 2012 PM2.5 (2006 Standard) Plan Measures Assumed in the Conformity Analysis 31
Table 6-1: Conformity Results Summary..... 52

EXECUTIVE SUMMARY

This report presents the Conformity Analysis for the 2019 Federal Transportation Improvement Program Amendment #12 (2019 FTIP Amendment #12) and 2018 Regional Transportation Plan Amendment #3 (2018 RTP Amendment #3). Fresno Council of Governments is the designated Metropolitan Planning Organization (MPO) in Fresno County, California, and is responsible for regional transportation planning.

On September 27, 2019, the United States Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA) published the “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program” (effective November 26, 2019). The Part One Rule revoked California’s authority to set its own greenhouse gas emissions standards, which were incorporated in EMFAC2014 emissions model. On November 20, 2019, California Air Resources Board (CARB) released “EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicles Rule Part One” for use in regional conformity analyses. On March 12, 2020, EPA concurred on the use of CARB’s EMFAC off-model adjustment factors in conformity demonstrations. On April 30, EPA and NHTSA published SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) rolling back federal fuel economy standards. On June 26, 2020 CARB issued a public notice stating that EMFAC adjustments released in November continue to be suitable for conformity purposes. The conformity analysis for the 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3 incorporates these emissions modeling adjustments.

This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3; a finding of conformity is therefore supported. The 2019 FTIP Amendment #12, 2018 RTP Amendment #3, and the 2020 Conformity Analysis were approved by Fresno Council of Government’s Executive Director on October ##, 2020. Federal approval is anticipated on or before December 31, 2020. FHWA/FTA last issued a finding of conformity for the 2019 FTIP and the 2018 RTP, as amended if applicable, on September 23, 2019.

The 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3 have been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraint and funding sources is included in the appropriate documents.

The applicable Federal criteria or requirements for conformity determinations, the conformity tests applied, the results of the conformity assessment, and an overview of the organization of this report are summarized below.

CONFORMITY REQUIREMENTS

The Federal transportation conformity regulations (40 Code of Federal Regulations Parts 51 and 93) specify criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. The Federal transportation conformity regulation was first promulgated in 1993 by the U.S. EPA, following the passage of amendments to the Federal Clean Air Act in 1990. The Federal transportation conformity regulation has been revised several times since its initial release to reflect both EPA rule changes and court opinions. The transportation conformity regulation is summarized in Chapter 1.

The conformity regulation applies nationwide to “all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan” (40 CFR 93.102). Currently, the San Joaquin Valley (or portions thereof) is designated as nonattainment with respect to Federal air quality standards for ozone, and particulate matter under 2.5 microns in diameter (PM_{2.5}); and has a maintenance plan for particulate matter under 10 microns in diameter (PM₁₀). Therefore, transportation plans and programs for the nonattainment areas for Fresno County area must satisfy the requirements of the Federal transportation conformity regulation. Note that the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties have attained the CO standard and maintained attainment for 20 years. In accordance with Section 93.102(b)(4), conformity requirements for the CO standard stop applying 20 years after EPA approves an attainment redesignation request or as of June 1, 2018. Therefore, future conformity analysis for the TIP and RTP no longer include a CO conformity demonstration.

Under the transportation conformity regulation, the principal criteria for a determination of conformity for transportation plans and programs are:

- (1) the TIP and RTP must pass an emissions budget test using a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test;
- (2) the latest planning assumptions and emission models specified for use in conformity determinations must be employed;
- (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and
- (4) interagency and public consultation.

On-going interagency consultation is conducted through the San Joaquin Valley Interagency Consultation Group to ensure Valley-wide coordination, communication and compliance with Federal and California Clean Air Act requirements. Each of the eight Valley MPOs and the San Joaquin Valley Unified Air Pollution Control District (Air District) are represented. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the U.S. EPA, the California Air Resources Board (CARB) and Caltrans are also represented on the committee. The final determination of conformity for the TIP and RTP is the responsibility of FHWA, and FTA within the U.S. DOT.

FHWA has developed a Conformity Checklist (included in Appendix A) that contains the required items to complete a conformity determination. Appropriate references to these items are noted on the checklist.

CONFORMITY TESTS

The conformity tests specified in the Federal transportation conformity regulation are: (1) the emissions budget test, and (2) the interim emission test. For the emissions budget test, predicted emissions for the TIP/RTP must be less than or equal to the motor vehicle emissions budget specified in the approved air quality implementation plan or the emissions budget found to be adequate for transportation conformity purposes. If there is no approved air quality plan for a pollutant for which the region is in nonattainment or no emission budget has been found to be adequate for transportation conformity purposes, the interim emission test applies. Chapter 1 summarizes the applicable air quality implementation plans and conformity tests for ozone, PM-10, and PM2.5.

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2020, 2021, 2023, 2024, 2026, 2029, 2031, 2037 and 2042 for each applicable pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of Fresno Council of Governments Conformity Analysis for the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 are:

- For 2008 and 2015 8-hour ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3 for all years tested are projected to be less than the approved emissions budgets specified in the *2018 Updates to the California State Implementation Plan for the San Joaquin Valley* (2018 SIP Update). The conformity tests for ozone are therefore satisfied.
- For PM-10, the total regional vehicle-related emissions (PM-10 and NOx) associated with implementation of the 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3 for all years tested are either (1) projected to be less than the approved emissions budgets, or (2) less than the emission budgets using the approved PM-10 and NOx trading mechanism for transportation conformity purposes from the *2007 PM-10 Maintenance Plan (as revised in 2015)*. The conformity tests for PM-10 are therefore satisfied.
- For the 1997 annual and 24-hour and 2012 annual PM2.5 standards, the total regional on-road vehicle-related emissions associated with implementation of the 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3 for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2008 PM2.5 Plan (as revised in 2011)*. The conformity tests for PM2.5 for the 1997 and 2012 standards are therefore satisfied.
- For the 2006 24-hour PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3 for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx

trading mechanism for transportation conformity purposes from the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)*. The conformity tests for PM2.5 for the 2006 standard are therefore satisfied.

- The 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3 will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 4 of this report. Since the local SJV procedures (e.g., Air District Rule 9120 Transportation Conformity) have not been approved by EPA, consultation has been conducted in accordance with Federal requirements.

REPORT ORGANIZATION

The report is organized into six chapters. Chapter 1 provides an overview of the applicable Federal and State conformity regulations and requirements, air quality implementation plans, and conformity test requirements. Chapter 2 contains a discussion of the latest planning assumptions and transportation modeling. Chapter 3 describes the air quality modeling used to estimate emission factors and mobile source emissions. Chapter 4 contains the documentation required under the Federal transportation conformity regulation for transportation control measures. Chapter 5 provides an overview of the interagency requirements and the general approach to compliance used by the San Joaquin Valley MPOs. The results of the conformity analysis for the TIP/RTP are provided in Chapter 6.

Appendix E includes public hearing documentation conducted on the 2019 FTIP Amendment #12, 2018 RTP Amendment #3 and the corresponding Conformity Analysis on September 16, 2020. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix F.

CHAPTER 1: FEDERAL AND STATE REGULATORY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the Federal transportation conformity regulation (40 CFR Parts 51 and 93) and the applicable conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The 2020 Conformity Analysis for and the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 was prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for the Conformity Analysis.

Fresno Council of Governments is the designated Metropolitan Planning Organization (MPO) for Fresno County in the San Joaquin Valley. As a result of this designation, Fresno Council of Governments prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four-year (FY 2018/19 – 2021/22) programming document for the preservation, expansion, and management of the transportation system. The 2018 RTP has a 2042 horizon that provides the long-term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

A. FEDERAL AND STATE CONFORMITY REGULATIONS

CLEAN AIR ACT AMENDMENTS

Section 176(c) of the Clean Air Act (CAA, 1990) requires that Federal agencies and MPOs not approve any transportation plan, program, or project that does not conform to the approved State Implementation Plan (SIP). The 1990 amendments to the Clean Air Act expanded Section 176(c) to more explicitly define conformity to an implementation plan to mean:

“Conformity to the plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and that such activities will not (i) cause or contribute to any new violation of any standard in any area; (ii) increase the frequency or severity of any existing violation of any standard in any area; or (iii) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.”

Section 176(c) also provides conditions for the approval of transportation plans, programs, and projects, and requirements that the Environmental Protection Agency (EPA) promulgate conformity determination criteria and procedures no later than November 15, 1991.

FEDERAL RULE

The initial November 15, 1991 deadline for conformity criteria and procedures was partially completed through the issuance of supplemental interim conformity guidance issued on June 7, 1991 for carbon monoxide, ozone, and particulate matter ten microns or less in diameter (PM-10). EPA subsequently promulgated the Conformity Final Rule in the November 24, 1993 *Federal Register* (EPA, 1993). The 1993 Rule became effective on December 27, 1993. The Federal Transportation Conformity Final Rule has been amended several times from 1993 to present. These amendments have addressed a number of items related to conformity lapses, grace periods, and other related issues to streamline the conformity process.

EPA published the Transportation Conformity Rule PM2.5 and PM10 Amendments on March 24, 2010; the rule became effective on April 23, 2010 (EPA, 2010a). This PM amendments final rule amends the conformity regulation to address the 2006 PM2.5 national ambient air quality standard (NAAQS). The final PM amendments rule also addresses hot-spot analyses in PM2.5 and PM10 and carbon monoxide nonattainment and maintenance areas.

On March 14, 2012, EPA published the *Transportation Conformity Rule Restructuring Amendments*, effective April 13, 2012 (EPA, 2012a). The amendments restructure several sections of the rule so that they apply to any new or revised NAAQS. In addition, several clarifications to improve implementation of the rule were finalized.

On March 6, 2015, EPA published *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule (effective April 6, 2015), which shifted the San Joaquin Valley 2008 Ozone Standard attainment date from December 31, 2032 to July 20, 2032 (EPA, 2015). EPA's March 2015 ozone implementation rule also revoked the 1997 Ozone Standard for transportation conformity purposes. On February 16, 2018, the U.S. Court of Appeals ruled against parts of the EPA's 2015 Ozone Implementation Rule related to the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements. However, according to *Transportation Conformity Guidance for the South Coast II Court Decision*, nonattainment areas with existing 2008 ozone conformity budgets are not required to address the 1997 ozone standards for conformity purposes.

On December 6, 2018, EPA published the *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements* final rule, effective February 4, 2019 (EPA, 2018). The rule clarified that nonattainment areas must continue to demonstrate conformity to the 2008 ozone standards.

On August 24, 2016, EPA published its Final Rule titled *Implementing National Ambient Air Quality Standards for Fine Particles: State Implementation Plan Requirements*. According to the implementation rule, areas designated as nonattainment for the 1997 PM2.5 standards, must continue to demonstrate conformity to these standards until attainment (EPA, 2016).

MULTI-JURISDICTIONAL GUIDANCE

EPA reissued Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas in July 2012 (EPA, 2012c). This guidance updates and supersedes the July 2004 “multi-jurisdictional” guidance (EPA, 2004a), but does not change the substance of the guidance on how nonattainment areas with multiple agencies should conduct conformity determinations. This guidance applies to the San Joaquin Valley since there are multiple MPOs within a single nonattainment area. The main principle of the guidance is that one regional emissions analysis is required for the entire nonattainment area. However, separate modeling and conformity documents may be developed by each MPO. The Transportation Conformity Guidance for 2015 Ozone NAAQS Nonattainment Areas released in June 2018 incorporates the 2012 Multi-Jurisdictional Guidance by reference.

Part 3 of the guidance applies to nonattainment areas that have adequate or approved conformity budgets addressing a particular air quality standard. This Part currently applies to the San Joaquin Valley for ozone and PM-10. The guidance allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and the Department of Transportation (DOT) conformity determination.

With respect to PM2.5, the Transportation Conformity Rule PM2.5 and PM10 Amendments published on March 24, 2010 effectively incorporates the “multi-jurisdictional” guidance directly into the rule. The Rule allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and DOT conformity determination.

DISTRICT RULE

The San Joaquin Valley Unified Air Pollution Control District (Air District) adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the 1990 Clean Air Act Amendments. In May 2015, the San Joaquin Valley Unified Air Pollution Control District requested ARB to withdraw Rule 9120 from California State Implementation Plan consideration.

In July of 2015, ARB sent a letter to EPA withdrawing Rule 9120 from the California State Implementation Plan. Therefore, EPA can no longer act on the Rule. It should also be noted that EPA has changed 40 CFR 51.390 to streamline the requirements for State conformity SIPs. Since a transportation conformity SIP cannot be approved for the San Joaquin Valley, the Federal transportation conformity rule governs.

B. CONFORMITY REGULATION REQUIREMENTS

The Federal regulations identify general criteria and procedures that apply to all transportation conformity determinations, regardless of pollutant and implementation plan status. These include:

- 1) *Conformity Tests* — Sections 93.118 and 93.119 specify emissions tests (budget and interim emissions) that the TIP/RTP must satisfy in order for a determination of conformity to be found.

The final transportation conformity regulation issued on July 1, 2004 requires a submitted SIP motor vehicle emissions budget to be found adequate or approved by EPA prior to use for making conformity determinations. The budget must be used on or after the effective date of EPA's adequacy finding or approval.

2) *Methods / Modeling:*

Latest Planning Assumptions — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis begins. This is defined as “the point at which the MPO begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation” (EPA, 2010b). All analyses for the Conformity Analysis were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started in June 2020 (see Chapter 2).

Latest Emissions Models — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis. EPA has approved EMFAC2017 for conformity use on August 15, 2019 and the final rule started the two-year grace period to transition to the new emissions model for use in conformity demonstrations. Therefore, EMFAC2014 continued to be used in this conformity analysis as documented in Chapter 3. EPA issued a federal register notice on December 14, 2015 formally approving EMFAC2014 for use in conformity determinations. On November 20, 2019, California Air Resources Board (CARB) released “EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicles Rule Part One” for use in regional conformity analyses. On March 12, 2020, EPA concurred on the use of CARB's EMFAC off-model adjustment factors in conformity demonstrations. On April 30, EPA and NHTSA published SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) rolling back federal fuel economy standards. On June 26, 2020 CARB issued a public notice stating that EMFAC adjustments released in November continue to be suitable for conformity purposes. The conformity analysis for the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 incorporates these adjustments.

3) *Timely Implementation of TCMs* — Section 93.113 provides a detailed description of the steps necessary to demonstrate that the TIP/RTP are providing for the timely implementation of TCMs, as well as demonstrate that the plan and/or program is not interfering with this implementation. TCM documentation is included in Chapter 4 of the Conformity Analysis.

4) *Consultation* — Section 93.105 requires that the conformity determination be made in accordance with the consultation procedures outlined in the Federal regulations. These include:

- MPOs are required to provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, the USDOT and EPA (Section 93.105(a)(1)).
- MPOs are required to establish a proactive public involvement process, which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)).

The TIP, RTP, and corresponding conformity determinations are prepared by each MPO. Copies of the Draft documents are provided to member agencies and others, including FHWA, Federal Transit Administration (FTA), EPA, Caltrans, CARB, and the Air District for review. The conformity analysis is required to be publicly available and an opportunity for public review and comment is provided. Fresno Council of Governments adopted consultation process and policy for conformity analysis includes a 30-day comment period followed by a public meeting.

C. AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY

The conformity regulation (section 93.102) requires documentation of the applicable pollutants and precursors for which EPA has designated the area nonattainment or maintenance. In addition, the nonattainment or maintenance area and its boundaries should be described.

Fresno Council of Governments is located in the federally designated San Joaquin Valley Air Basin. The borders of the basin are defined by mountain and foothill ranges to the east and west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi Mountains and, to some extent, the Sierra Nevada range. The 2020 Conformity Analysis for the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 includes analyses of existing and future air quality impacts for each applicable pollutant.

The San Joaquin Valley is currently designated as nonattainment for the National Ambient Air Quality Standard (NAAQS) for 8-hour ozone (revoked 1997, 2008 and 2015 standards), particulate matter under 2.5 microns in diameter (PM_{2.5}) (1997, 2006 and 2012 standards); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10). Note that the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties have attained the CO standard and maintained attainment for 20 years. In accordance with Section 93.102(b)(4), conformity requirements for the CO standard stop applying 20 years after EPA approves an attainment redesignation request or as of June 1, 2018. Therefore, future conformity analyses no longer include a CO conformity demonstration.

State Implementation Plans have been prepared to address ozone, PM-10 and PM_{2.5}:

- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016 and subsequently adopted by ARB on July 21, 2016. EPA found the new ozone budgets adequate on June 29, 2017 (effective July 14, 2017). In response to recent court decisions regarding the baseline RFP year, ARB adopted the revised 2008 ozone conformity budgets as part of the *2018 Updates to the California State Implementation Plan* (2018 SIP Update) on October 25, 2018. EPA approved the 2016 Ozone Plan and the budgets on March 25, 2019.
- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).

- The 2008 PM_{2.5} Plan (1997 Standard), as revised in 2011, was approved by EPA on November 9, 2011 (effective January 9, 2012).
- The 2018 PM_{2.5} Plan was partially approved by EPA on July 22, 2020 (effective as of publication) inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hr PM_{2.5} standard.

EPA's March 2015 final rule implementing the 2008 Ozone Standard also revoked the 1997 Ozone Standard for transportation conformity purposes. This revocation became effective April 6, 2015. On February 16, 2018, the U.S. Court of Appeals ruled against parts of the EPA's 2015 Ozone Implementation Rule related to the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements. However, according to the *Transportation Conformity Guidance for the South Coast II Court Decision*, nonattainment areas with existing 2008 ozone conformity budgets are not required to address the 1997 ozone standards for conformity purposes.

EPA designated the San Joaquin Valley nonattainment area for the 2008 Ozone Standard, effective July 20, 2012. Transportation conformity applies one year after the effective date (July 20, 2013). Federal approval for the eight SJV MPO's 2008 Ozone standard conformity demonstrations was received on July 8, 2013.

On June 4, 2018 EPA published final designations classifying the San Joaquin Valley as "extreme" nonattainment for 2015 ozone with an attainment deadline of 2038, effective August 3, 2018. Transportation conformity applies one year after the effective date or August 3, 2019. It is important to note that the 2015 ozone standard nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 2008 ozone standard.

On November 13, 2009, EPA published Air Quality Designations for the 2006 24-hour PM_{2.5} standard, effective December 14, 2009. Nonattainment areas are required to meet the standard by 2014; transportation conformity began to apply on December 14, 2010. On January 20, 2016 EPA published *Designation of Areas for Air Quality Planning Purposes; California; San Joaquin Valley; Reclassification as Serious Nonattainment for the 2006 PM_{2.5} NAAQS* finalizing SJV reclassification to Serious nonattainment effective February 19, 2016. Nonattainment areas are required to meet the standard as expeditiously as practicable, but no later than December 31, 2019. It is important to note that the 2006 24-hour PM_{2.5} nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual PM_{2.5} standard.

EPA's nonattainment area designations for the new 2012 PM_{2.5} standards became effective on April 15, 2015. Conformity for a given pollutant and standard applies one year after the effective date (April 15, 2016). It is important to note that the 2012 PM_{2.5} standards nonattainment area boundary for the San Joaquin Valley are exactly the same as the nonattainment area boundary for the 1997 annual PM_{2.5} standard.

On July 29, 2016, EPA released its *Final Rule for Implementing National Ambient Air Quality Standards for Fine Particles*. According to the implementation rule, areas designated as nonattainment for the 1997 PM 2.5 standards, must continue to demonstrate conformity to these

standards until attainment. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) continue to apply.

D. CONFORMITY TEST REQUIREMENTS

The conformity (Section 93.109(c)–(k)) rule requires that either a table or text description be provided that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. In addition, documentation regarding which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years is required.

Specific conformity test requirements established for the San Joaquin Valley nonattainment areas for ozone, and particulate matter are summarized below.

Section 93.124(d) of the 1997 Final Transportation Conformity regulation allows for conformity determinations for sub-regional emission budgets by MPOs if the applicable implementation plans (or implementation plan submission) explicitly indicates an intent to create such sub-regional budgets for the purpose of conformity. In addition, Section 93.124(e) of the 1997 rules states: “...if a nonattainment area includes more than one MPO, the implementation plan may establish motor vehicle emission budgets for each MPO, or else the MPOs must collectively make a conformity determination for the entire nonattainment area.” Each applicable implementation plan and estimate of baseline emissions in the San Joaquin Valley provides motor vehicle emission budgets by county, to facilitate county-level conformity findings.

OZONE (2008 AND 2015 STANDARDS)

The San Joaquin Valley currently violates both the 2008 and 2015 ozone standards; thus, the conformity determination includes all corresponding analyses (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above). Under the existing conformity regulations, regional emissions analyses for ozone areas must address nitrogen oxides (NO_x) and volatile organic compounds (VOC) precursors. It is important to note that in California, reactive organic gases (ROG) are considered equivalent to and are used in place of volatile organic compounds (VOC).

EPA’s final rule implementing the 2008 ozone standard also revoked the 1997 ozone standard for transportation conformity purposes. This revocation became effective April 6, 2015. Current federal guidance does not require 2008 ozone nonattainment areas to address the 1997 ozone standard for conformity purposes.

On March 25, 2019, EPA published a final rule approving the 2008 ozone conformity budgets and the *2018 Updates to the California State Implementation Plan*. The EPA final rule identified both reactive organic gases (ROG) and nitrogen oxides (NO_x) subarea budgets in tons per average summer day for each MPO in the nonattainment area.

In accordance with Section 93.109(c)(2) of the conformity rule and the 2015 Ozone Transportation Conformity Guidance, if a 2015 ozone nonattainment area has adequate or approved SIP budgets that address the 2008 ozone standard, it must use the budget test until new 2015 ozone standard budgets are found adequate or approved. It is important to note that the boundaries for the 2015 ozone standard and 2008 ozone standard are identical. In addition, the 2015 Ozone Implementation Rule did not revoke 2008 standard requirements. Consequently, for this conformity analysis, the SJV MPOs will conduct demonstrations for both 2008 and 2015 ozone standards using subarea emissions budgets as established in the *2018 Updates to the California State Implementation Plan*.

The conformity budgets from Table 1 of the March 25, 2019 Federal Register are provided in Table 1-1 below. These budgets will be used to compare to emissions resulting from the 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3.

**Table 1-1:
On-Road Motor Vehicle 2008 and 2015 Ozone Standard Emissions Budgets**
(summer tons/day)

County	2020		2023		2026		2029		2031	
	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx
Fresno	6.7	23.9	5.5	14.1	4.9	13.2	4.5	12.4	4.2	12.1
Kern (SJV)	5.4	20.9	4.5	14.5	4.2	14.4	4.0	14.3	3.9	14.3
Kings	1.2	4.5	1.0	2.7	0.9	2.6	0.8	2.6	0.8	2.6
Madera	1.5	4.3	1.1	2.7	1.0	2.5	0.9	2.4	0.8	2.3
Merced	2.2	8.8	1.7	6.0	1.5	5.9	1.3	5.6	1.2	5.4
San Joaquin	4.7	11.2	3.9	7.4	3.5	7.0	3.1	6.6	2.8	6.3
Stanislaus	3.1	8.8	2.6	5.6	2.2	4.9	2.0	4.5	1.8	4.3
Tulare	3.0	7.6	2.4	4.6	2.1	4.0	1.8	3.7	1.7	3.5

^(a) Note that 2008 ozone budgets were established by rounding up each county's emissions totals to the nearest tenth of a ton.

PM-10

The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016), which contains motor vehicle emission budgets for PM-10 and NOx, as well as a trading mechanism. Motor vehicle emission budgets are established based on average annual daily emissions. The motor vehicle emissions budget for PM-10 includes regional re-entrained dust from travel on paved roads, vehicular exhaust, travel on unpaved roads, and road construction. The conformity budgets from Table 2 of the August 12, 2016 Federal Register are provided below and will be used to compare emissions for each analysis year.

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San

Joaquin Valley to supplement the 2005 budget for PM-10 with a portion of the 2005 budget for NOx, and use these adjusted motor vehicle emissions budgets for PM-10 and NOx to demonstrate transportation conformity with the PM-10 SIP for analysis years after 2005. As noted above, EPA approved the 2007 PM-10 Maintenance Plan (with minor technical corrections to the conformity budgets) on July 8, 2016, which includes continued approval of the trading mechanism.

The trading mechanism will be used only for conformity analyses for analysis years after 2005. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM-10 budget shall only be those remaining after the NOx budget has been met.

**Table 1-2:
On-Road Motor Vehicle PM-10 Emissions Budgets**
(tons per average annual day)

County	2020 ^(b)	
	PM-10	NOx
Fresno	7.0	25.4
Kern ^(a)	7.4	23.3
Kings	1.8	4.8
Madera	2.5	4.7
Merced	3.8	8.9
San Joaquin	4.6	11.9
Stanislaus	3.7	9.6
Tulare	3.4	8.4

^(a)Kern County subarea includes only the portion of Kern County within the San Joaquin Valley Air Basin.

^(b)Note that EPA did not take action on the 2005 budgets of the 2007 PM10 Maintenance Plan (as revised in 2015). These budgets are not in the timeframe of this conformity analysis.

PM2.5

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address all standards in the conformity determination. The San Joaquin Valley currently violates both the 1997 annual and 24-hour and 2012 annual PM2.5 standards and the 2006 24-hour PM2.5 standards; thus the conformity determination includes all corresponding analyses (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above).

The 2018 PM2.5 Plan addressing 1997, 2006 and 2012 PM2.5 standards was adopted by the San Joaquin Valley Air District on November 15, 2018 and California Air Resources Board on January 24, 2019 and subsequently submitted for EPA review. On March 27, EPA published a proposed rule approving portions of the 2018 PM2.5 Plan, including the 2006 PM2.5 conformity budgets and trading mechanism. Final rule on sections that pertain to 2006 24-hour PM2.5 standard Serious area

nonattainment was released on July 22, 2020 therefore this conformity analysis incorporates new 2018 PM2.5 SIP budgets for the 2006 24-hour PM2.5 standards.

1997 (24-hour and annual) and 2012 (annual) PM2.5 Standards

The 2008 PM2.5 Plan for the 1997 PM2.5 standard (as revised in 2011) was approved by EPA on November 9, 2011, which contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The conformity budgets from Table 5 of the November 9, 2011 Federal Register are provided in Table 1-3 below and will be used to compare emissions resulting from the 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3.

In accordance with Section 93.109(i)(3) of the conformity rule, if a 2012 PM2.5 nonattainment area has adequate or approved SIP budgets that address the annual 1997 PM2.5 standards, it must use the budget test until new 2012 PM2.5 standard budgets are found adequate or approved. The attainment year of 2021 will be modeled. For this Conformity Analysis, the SJV will conduct determinations for subarea emission budgets as established in the 2008 PM2.5 (1997 Standard) Plan.

In addition, the final PM2.5 Implementation Rule requires areas designated as nonattainment for the 1997 PM2.5 standards to continue demonstrate conformity to these standards until attainment. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) continue to apply.

**Table 1-3:
On-Road Motor Vehicle 1997 (24-hour and annual) and
2012 (annual) PM2.5 Standard Emissions Budgets**
(tons per average annual day)

County	2012 ^(a)		2014	
	PM2.5	NOx	PM2.5	NOx
Fresno	1.5	35.7	1.1	31.4
Kern (SJV)	1.9	48.9	1.2	43.8
Kings	0.4	10.5	0.3	9.3
Madera	0.4	9.2	0.3	8.1
Merced	0.8	19.7	0.6	17.4
San Joaquin	1.1	24.5	0.9	21.6
Stanislaus	0.7	16.7	0.6	14.6
Tulare	0.7	15.7	0.5	13.8

^(a) 2012 budgets are not in the timeframe of this conformity analysis.

The 2008 PM_{2.5} SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM-2.5 precursor NO_x to the motor vehicle emissions budget for primary PM-2.5 using a 9 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM-2.5 with a portion of the applicable corresponding budget for NO_x, and use these adjusted motor vehicle emissions budgets for PM-2.5 and NO_x to demonstrate transportation conformity with the PM-2.5 SIP for analysis years after 2014. As noted above, EPA approved the 2008 PM_{2.5} Plan (as revised in 2011) on November 9, 2011, which includes approval of the trading mechanism.

The trading mechanism will be used only for conformity analyses for analysis years after 2014. To ensure that the trading mechanism does not impact the ability to meet the NO_x budget, the NO_x emission reductions available to supplement the PM-2.5 budget shall only be those remaining after the NO_x budget has been met.

As noted above, in accordance with the EPA Transportation Conformity Rule Restructuring Amendments Nonattainment areas allows 2012 PM_{2.5} areas with adequate or approved 1997 PM_{2.5} budgets to determine conformity for both NAAQS at the same time, using the budget test.

2006 24-Hour PM_{2.5} Standard

The 2018 PM_{2.5} Plan addressing 1997, 2006 and 2012 PM_{2.5} standards was adopted by the San Joaquin Valley Air District on November 15, 2018 and California Air Resources Board on January 24, 2019. On March 27, EPA published a proposed rule approving portions of the 2018 PM_{2.5} Plan, including the 2006 PM_{2.5} conformity budgets and trading mechanism. Final rule on sections that pertain to 2006 24-hour PM_{2.5} standard Serious area nonattainment was published on July 22, 2020. Therefore, the conformity analysis for the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 incorporates new transportation conformity budgets and the new attainment year of 2024 for 2006 PM_{2.5} standards.

The 2018 PM_{2.5} Plan for the 2006 PM_{2.5} standard contains motor vehicle emission budgets for PM_{2.5} and NO_x established based on average winter daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM_{2.5} includes directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO_x, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The conformity budgets from the March 27, 2020 Federal Register, Table 14 are provided in Table 1-4 below and will be used to compare emissions resulting from the 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3.

**Table 1-4:
On-Road Motor Vehicle 2006 24-Hour PM2.5 Standard Emissions Budgets**
(tons per average winter day)

County	2017		2020		2023		2024	
	PM2.5	NOx	PM2.5	NOx	PM2.5	NOx	PM2.5	NOx
Fresno	0.9	29.3	0.9	25.9	0.8	15.5	0.8	15.0
Kern (SJV)	0.8	28.7	0.8	23.8	0.7	13.6	0.7	13.4
Kings	0.2	5.9	0.2	4.9	0.2	2.9	0.2	2.8
Madera	0.2	5.5	0.2	4.4	0.2	2.6	0.2	2.5
Merced	0.3	11.0	0.3	9.1	0.3	5.5	0.3	5.3
San Joaquin	0.7	15.5	0.6	12.3	0.6	7.9	0.6	7.6
Stanislaus	0.4	12.3	0.4	9.8	0.4	6.2	0.4	6.0
Tulare	0.4	11.2	0.4	8.7	0.4	5.3	0.4	5.1

^(a) Note that 2017 PM2.5 budgets are not in the timeframe of this conformity analysis.

The 2012 PM2.5 SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM-2.5 using an 2 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM-2.5 with a portion of the applicable corresponding budget for NOx, and use these adjusted motor vehicle emissions budgets for PM2.5 and NOx to demonstrate transportation conformity with the PM2.5 SIP for analysis years after 2020. As noted above, EPA proposed approval of the 2018 PM2.5 Plan budgets and the trading mechanism for 2006 24-hr PM2.5 standards on March 27, 2020. Final rule was published in July 22, 2020 (effective as of publication).

E. ANALYSIS YEARS

The conformity regulation (Section 93.118[b] and [d]) requires documentation of the years for which consistency with motor vehicle emission budgets must be shown. In addition, any interpolation performed to meet tests for years in which specific analysis is not required need to be documented.

For the selection of the horizon years, the conformity regulation requires: (1) that if the attainment year is in the time span of the transportation plan, it must be modeled; (2) the last year forecast in the transportation plan must be a horizon year; and (3) horizon years may not be more than ten years apart. In addition, the conformity regulation requires that conformity must be demonstrated for each year for which the applicable implementation plan specifically establishes motor vehicle emission budgets.

Section 93.118(b)(2) clarifies that when a maintenance plan has been submitted, conformity must be demonstrated for the last year of the maintenance plan and any other years for which the

maintenance plan establishes budgets in the time frame of the transportation plan. Section 93.118(d)(2) indicates that a regional emissions analysis may be performed for any years, the attainment year, and the last year of the plan’s forecast. Other years may be determined by interpolating between the years for which the regional emissions analysis is performed.

Section 93.118(d)(2) indicates that the regional emissions analysis may be performed for any years in the time frame of the transportation plan provided they are not more than ten years apart and provided the analysis is performed for the attainment year (if it is in the time frame of the transportation plan) and the last year of the plan’s forecast period. Emissions in years for which consistency with motor vehicle emissions budgets must be demonstrated, as required in paragraph (b) of this section (i.e., each budget year), may be determined by interpolating between the years for which the regional emissions analysis is performed. Table 1-5 below provides a summary of conformity analysis years that apply to this conformity analysis.

**Table 1-5:
San Joaquin Valley Conformity Analysis Years**

Pollutant	Budget Years¹	Attainment/ Maintenance Year	Intermediate Years	RTP Horizon Year
2008 and 2015 Ozone	2011/2017/2020/2023/2026 /2029	2031/2037 ²	NA	2042
PM-10	NA	2020	2029/2037	2042
1997 and 2012 PM2.5	NA	2014/2021 ³	2029/2037	2042
2006 24-hour PM2.5	2017/2020/2023/2024/2026	2024	2029/2037	2042

¹Budget years that are not in the time frame of the transportation plan/conformity analysis are not included as analysis years (e.g., 2011, 2014, 2017), although they may be used to demonstrate conformity.

²2031 is the attainment year for the 2008 ozone standard. 2037 is the attainment year for the 2015 ozone standard.

³ 2014 is the attainment year for the 1997 PM2.5 standards. 2021 is the attainment year for the 2012 PM2.5 standards.

⁴2026 is a post-attainment budget year for the 2006 PM2.5 standard and is not required to be included in a conformity analysis.

For the 2008 ozone standard, the San Joaquin Valley has been classified as an extreme nonattainment area with an attainment date of July 20, 2032. In accordance with the March 2015 *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule, the attainment year of 2031 must be modeled. When using the budget test, the attainment year of the 2008 ozone standard must be analyzed (i.e. 2031).

For the 2015 ozone standard, the San Joaquin Valley has been classified as an extreme nonattainment area with an attainment date of August 3, 2038. In accordance with the December 2018 final rule, *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements*, the attainment year of 2037 must be

modeled. When using the budget test, the attainment year of the 2015 ozone standard must be analyzed (i.e. 2037).

The Clean Air Act requires all states to attain the 1997 PM_{2.5} standards as expeditiously as practicable beginning in 2010, but by no later than April 5, 2010 unless EPA approves an attainment date extension. States must identify their attainment dates based on the rate of reductions from their control strategies and the severity of the PM_{2.5} problem. On February 9, 2016 EPA released its proposed *Approval and Disapproval of California Air Plan; San Joaquin Valley Serious Area Plan and Attainment Date Extension for the 1997 PM_{2.5} NAAQS*. No final EPA action has been taken on the plan. As a result, the proposed SIP budgets are assumed to be unavailable for use and the 2008 PM_{2.5} Plan conformity budgets are the only budgets applicable at this time for the 1997 PM_{2.5} standard.

On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM_{2.5} Standard. On August 16, 2016, the 2012 PM_{2.5} Plan was approved by EPA, effective September 30, 2016, inclusive of new conformity budgets and trading mechanism for the 2006 24-hour PM_{2.5} standard with a requirement to attain the standard as expeditiously as practicable and no later than December 31, 2019. In 2019, CARB submitted an attainment deadline extension request as part of the 2018 PM_{2.5} Plan. On March 27, EPA published a proposed rule approving portions of the 2018 PM_{2.5} Plan, including the 2006 PM_{2.5} standard attainment deadline extension, as well as conformity budgets and trading mechanism. The attainment year of 2024 must be modeled.

On April 15, 2015, EPA classified the San Joaquin Valley as Moderate nonattainment for the 2012 PM_{2.5} Standards. In accordance with Section 93.109(i)(3) of the conformity rule, if a 2012 PM_{2.5} nonattainment area has adequate or approved SIP budgets that address the annual 1997 PM_{2.5} standards, it must use the budget test until new 2012 PM_{2.5} standard budgets are found adequate or approved. When using the budget test, the attainment year must be analyzed (e.g. 2021). In addition, in areas that have approved or adequate budgets for the 1997 annual PM_{2.5} standards, consistency with those budgets must also be determined. The attainment year of 2021 must be modeled.

CHAPTER 2: LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

The Clean Air Act states that “the determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates.” On January 18, 2001, the USDOT issued guidance developed jointly with EPA to provide additional clarification concerning the use of latest planning assumptions in conformity determinations (USDOT, 2001).

According to the conformity regulation, the time the conformity analysis begins is “the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions.” The conformity analysis and initial modeling began in June, 2020.

Key elements of the latest planning assumption guidance include:

- Areas are strongly encouraged to review and strive towards regular five-year updates of planning assumptions, especially population, employment and vehicle registration assumptions.
- The latest planning assumptions must be derived from the population, employment, travel and congestion estimates that have been most recently developed by the MPO (or other agency authorized to make such estimates) and approved by the MPO.
- Conformity determinations that are based on information that is older than five years should include written justification for not using more recent information. For areas where updates are appropriate, the conformity determination should include an anticipated schedule for updating assumptions.
- The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures (TCMs) and other implementation plan measures that have already been implemented.

The Fresno Council of Governments uses the TP+/ CUBE transportation model. The model was validated in 2017 for the 2014 base year. The latest planning assumptions used in the transportation model validation and Conformity Analysis is summarized in Table 2-1.

**Table 2-1:
Summary of Latest Planning Assumptions for the Fresno Council of Governments
Conformity Analysis**

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Population	<p>Base Year: Population is based on the 2014 California Department of Finance data.</p> <p>Projections: Population based on Applied Development Economics, 2020.</p>	These data were disaggregated to the TAZ level and used in the Cube model for the base year validation and future year projections.	Population and Employment projections will be reviewed and updated periodically with an upcoming update in 2022.
Employment	<p>Base Year: Employment data is based on 2014 State of California Employment Development Department data.</p> <p>Projections: Employment based on Applied Development Economics, 2020.</p>	These data were disaggregated to the TAZ level and used in the Cube model for the base year validation and future year projections.	Population and Employment projections will be reviewed and updated periodically with an upcoming update in 2022.
Traffic Counts	The transportation model was validated in 2017 to the 2014 base year using daily and peak hour traffic counts. More than 1,000 traffic counts were obtained from the City of Fresno, Clovis, the County of Fresno and Caltrans. The majority of the traffic count database is from 2014. However, traffic counts from 2015 through 2016 were used, adjusted to 2014 levels based on annual growth rates.	Cube was validated using these traffic counts.	Fresno COG maintains a Regional Traffic Monitoring Program that collects thousands of traffic counts annually. New counts for 2014 base year were compiled for the MIP validation.

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Vehicle Miles of Travel	The base year 2014 VMT of the 2017 transportation model is validated to within 3% of HPMS. Fresno COG is continuing its efforts to improve the model validation.	Cube is the transportation model used to estimate VMT in Fresno County.	VMT is an output of the transportation model. VMT is affected by the TIP/RTP project updates and is included in each new conformity analysis.
Speeds	The 2017 transportation model validation was based on the comprehensive speed study in 2005. Speed distributions were updated in EMFAC2014, using methodology approved by ARB and with information from the transportation model.	The Cube transportation model includes a feedback loop that assures congested speeds are consistent with travel speeds used throughout the traffic modeling process. EMFAC2014	Traffic speeds are continuously monitored by our local jurisdictions. The information is then provided to Fresno COG for use in our traffic modeling process.

A. SOCIOECONOMIC DATA

POPULATION, EMPLOYMENT AND LAND USE

The conformity regulation requires documentation of base case and projected population, employment, and land use used in the transportation modeling. USDOT/EPA guidance indicates that if the data is more than five years old, written justification for the use of older data must be provided. In addition, documentation is required for how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.

Supporting Documentation:

POPULATION FORECAST

The forecasts used for the conformity analysis were from preliminary updates to the Fresno County 2050 Growth Projections prepared by Applied Development Economics (ADE), May 2017. Fresno COG has commissioned ADE to update these forecasts with new information, especially with regards to the economic impacts of the COVID-19 pandemic. This update process employs a

similar methodology to the 2017 report, and is consistent with forecasts from several independent sources, including the Department of Finance’s most recent population projections. While the update process was still ongoing at the time of this conformity analysis, sufficient analysis had been done to justify the use of the preliminary results.

The ADE study Fresno County 2050 Growth Projections can be accessed through Fresno COG’s website. The updated study is projected for public release no later than September 2020.

This study includes annual forecasts stratified by the 16 jurisdictions within Fresno County: the spheres of influence of the 15 incorporated cities, and the unincorporated balance of the County geography. The study includes two primary forecasts of population and employment, from which are derived other projections related to housing demand and demographics, such as households, housing units, age distribution, group quarters populations, average income, race/ethnicity, school enrollment, etc.

The methodology of this study can be summed up in the following excerpt:

The study process began by developing a range of total population and employment projections for the county as a whole, reflecting varying assumptions about Fresno County’s future share of regional growth as well as trends in industry growth. The employment projection methodology used an economic base approach, forecasting export industry sectors, while local serving business sectors follow growth in the economic base and in the population.

Based on the preliminary growth forecast updates, countywide population will grow to an estimated 1,197,730 persons by the year 2042. More details will be made available when the final report is published.

Fresno County Population, Housing and Employment Estimates and Forecasts

Horizon Year	Total Population	Employment	Households
2020	1,023,358	375,200	305,916
2021	1,032,484	381,316	309,630
2023	1,050,981	411,000	317,193
2024	1,060,354	414,800	321,044
2026	1,078,121	421,500	327,690
2029	1,103,442	429,600	336,076
2031	1,119,781	434,700	340,607
2037	1,165,061	449,400	350,635
2042	1,197,730	461,000	358,086

EMPLOYMENT FORECAST

Employment was forecast by ADE using forecast data from the State of California Employment Development Department, Wood and Poole, and Caltrans. These forecasts are also being adjusted, and preliminary results have been included in these conformity analyses. These projections were

made in several steps, including: projecting economic base sectors (including farm jobs and agricultural services, manufacturing, transportation, etc.); projecting local-serving employment sectors (such as retail and service jobs) by obtaining business-to-business employment multipliers from the IMPLAN input-output model for Fresno County, and developing a set of population-based multipliers to generate business employment from residential demand; and projecting health care sector jobs by using the recent project from Economic Modeling Specialists Institute (EMSI), which considers changes in the health care field and demographic demands in its methodology.

The resulting employment forecast is included in the table above.

HOUSEHOLD FORECAST

The population and household projections depend on a population cohort survival model developed by ADE. This model applied age- and race-adjusted birth- and death-rate factors to project the 2010 decennial Census data forward to 2015, in order to estimate the natural change in populations for each jurisdiction. These natural change populations were then compared to the California Department of Finance's 2015 population estimates, attributing city- and County-level differences between the two datasets to in- or out-migration. The 2015 natural change population for each SOI was then adjusted to the DOF 2015 population estimates. The population cohort survival method was then applied to the 2015 data for each subsequent year out to 2050, applying a growth rate consistent with that of the DOF's population projection estimates.

The resulting household forecast is included in the table above.

B. TRANSPORTATION MODELING

The San Joaquin Valley Metropolitan Planning Organizations (MPOs) utilize the TP+/CUBE traffic modeling software. The Valley MPO regional traffic models consist of traditional four-step traffic forecasting models. They use land use, socioeconomic, and road network data to estimate facility-specific roadway traffic volumes. Each MPO model covers the appropriate county area, which is then divided into hundreds or thousands of individual traffic analysis zones (TAZs). In addition, the model roadway networks include thousands of nodes and links. Link types include freeway, freeway ramp, other State route, expressway, arterial, collector, and local collector. Current and future-year road networks were developed considering local agency circulation elements of their general plans, traffic impact studies, capital improvement programs, and the State Transportation Improvement Program. The models use equilibrium, a capacity sensitive assignment methodology, and the data from the model for the emission estimates differentiates between peak and off-peak volumes and speeds. In addition, the model is reasonably sensitive to changes in time and other factors affecting travel choices. The results from model validation/calibration were analyzed for reasonableness and compared to historical trends.

Specific transportation modeling requirements in the conformity regulation are summarized below, followed by a description of how the Fresno Council of Governments transportation modeling methodology meets those requirements.

Fresno COG completed the update of our traffic model to Citilabs Cube modeling software and revalidation to a new base year of 2014 in 2017. The Fresno COG regional traffic model is a four-step mode choice traffic model. It uses land use, socioeconomic, and road network data to estimate facility-specific roadway traffic volumes. The study area for the Fresno COG model covers all of Fresno County including the cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, and Selma. The county is divided up into approximately 2,900 traffic analysis zones. The model roadway network is based on the all-street network, which provides greater geometric details and more accurate link distances. Link types include freeway, freeway ramp, other state route, expressway, arterial, collector, and local collector. Current and future-year road networks were developed considering local agency circulation elements of their general plans, traffic impact studies, capital improvement programs, and the State Transportation Improvement Program.

The Fresno COG model has been set up to estimate travel demand during six periods:

- AM peak three-hour period
- PM peak three-hour period
- Off-peak eleven hours
- AM peak hour
- PM peak hour
- Mid-Day seven hours

The traffic volumes projected for the three-hour peak periods, mid-day seven hours, off-peak eleven hours, and remaining hours are added together to create daily traffic projections.

The model and its assumptions are constantly being updated based upon the latest planning information.

TRAFFIC COUNTS

The conformity regulation requires documentation that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).

Supporting Documentation:

Fresno COG completed the update of the traffic model to Citilabs Cube modeling software and revalidation to a new base year of 2014 in 2017. The model was validated by comparing its estimates of 2014 traffic conditions with more than 2,000 peak and off-peak traffic counts. The model validation results demonstrate the model performs acceptably at a regional scale especially for key metrics such as VMT and higher volume roadways.

Fresno COG maintains a Regional Traffic Monitoring Program that collects thousands of traffic counts across the county annually. The City of Fresno, City of Clovis, and Fresno County are the 3 agencies that participate in this program.

SPEEDS

The conformity regulation requires documentation of the use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes. In addition, documentation of the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split. Finally, document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.

Supporting Documentation:

Due to speed's impact on pollution emission from automobiles, and because congestion speeds are used as input to air pollution emission models, it is vital that congested speeds from the travel model reasonably replicate characteristics of traffic on the streets. Good free-flow speed data in the travel model is the first step towards achieving this goal.

A comprehensive review of free flow speed data (including floating car speed studies) was conducted in 2005 and incorporated into our model update. In addition, Fresno COG member agencies regularly conduct free flow speed surveys for various purposes. Such speed data was requested by Fresno COG during the latest model update and incorporated in the model as input during the model validation.

TRANSIT

The conformity regulation requires documentation of any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls.

Supporting Documentation:

Fresno COG has been running a mode choice model since 2003. The model replicates major transit services in Fresno County, including Fresno Area Express (FAX), Clovis Transit Stageline and Fresno County Rural Transit Agency. Please refer to Urban Mass Transportation and Rural Area Public Transportation and Social Service Transportation in the 2018 RTP for further information regarding the services, their accomplishments and proposed actions.

The mode choice model uses a multinomial logit formulation, which assigns the probability of using a particular travel mode based on attractiveness measure for that mode in relation to the sum of the attractiveness of the other mode. The model predicts the following seven modes:

1. Drive Alone
2. 2-Person vehicle
3. 3+-Person vehicle
4. Walk to Transit
5. Drive to Transit

6. Walk
7. Bike

Daily transit trips are assigned to the transit network. Transit trips are assigned to the single best path based on in-vehicle time plus weighted out-of-vehicle times. The transit trips are assigned in four groups:

1. Peak period (A.M. plus P.M.), walk access
2. Peak period (A.M. plus P.M.), drive access
3. Off-peak, walk access
4. Off-peak, drive access

The peak period transit trips represent trips occurring during the A.M. three-hour peak period plus the P.M. three-hour peak period. Peak period transit trips are assigned to the peak transit service (peak period headways) with travel times based on the congested speeds from the A.M. peak period traffic assignment. Off-peak transit trips represent trips during the remaining 18 hours and are assigned to the off-peak transit service (off-peak headways) with travel times based on the congested road speeds from the off-peak traffic assignment.

Transit trips are all assigned as production to attraction rather than origin to destination. For example, a person who uses transit for work will be assigned as two trips from the home TAZ to the work TAZ rather than one trip in each direction. This is done so that the model can keep track of which end of the trip can use drive access. In order to convert to actual directional boarding's, the assigned transit trips in each direction must be added together and then divided by two. The transit vehicles times and drive access times are affected by congestion on the road network.

VALIDATION/CALIBRATION

The conformity regulation requires documentation that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.). In addition, documentation of how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices is required. The use of HPMS, or a locally developed count-based program or procedures that have been chosen to reconcile and calibrate the network-based travel model estimates of VMT must be documented.

Supporting Documentation:

The models were validated by comparing its estimates of base year traffic conditions with base year traffic counts. The base year validations meet standard criteria for replicating total traffic volumes on various road types and for percent error on links. The base year validation also meets standard criteria for percent error relative to traffic counts on groups of roads (screen-lines) throughout each county.

For Serious and above nonattainment areas, transportation conformity guidance, Section 93.122(b)(3) of the conformity regulation states:

Highway Performance Monitoring System (HPMS) estimates of vehicle miles traveled (VMT) shall be considered the primary measure of VMT within the portion of the nonattainment or maintenance area and for the functional classes of roadways included in HPMS, for urban areas which are sampled on a separate urban area basis. For areas with network-based travel models, a factor (or factors) may be developed to reconcile and calibrate the network-based travel model estimates of VMT in the base year of its validation to the HPMS estimates for the same period. These factors may then be applied to model estimates of future VMT. In this factoring process, consideration will be given to differences between HPMS and network-based travel models, such as differences in the facility coverage of the HPMS and the modeling network description. Locally developed count-based programs and other departures from these procedures are permitted subject to the interagency consultation procedures.

The Fresno COG Model traffic validation is based on several criteria, including vehicle-miles of travel, total volume by road type, and percent of links within acceptable limits.

Vehicle miles of travel (VMT) were estimated from the travel demand model by multiplying link volumes by link distances. The model estimates intrazonal trips (trips remaining within a TAZ) but does not assign these trips to the model road network. The intrazonal trips were multiplied by the estimated intrazonal distances to calculate intrazonal VMT. The Caltrans HPMS 2014 estimate of VMT in Fresno County was 22,574,620. The 2014 model base year estimated 23,053,713 VMT, which is 2.1% higher than the 2014 HPMS VMT target.

FUTURE NETWORKS

The conformity regulation requires that a listing of regionally significant projects and federally funded non-regionally significant projects assumed in the regional emissions analysis be provided in the conformity documentation. In addition, all projects that are exempt must also be documented.

§93.106(a)(2)ii and §93.122(a)(1) requires that regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year be documented for both Federally funded and non-federally funded projects (see Appendix B).

§93.122(a)(1) requires that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis. It is assumed that all SJV MPOs include these projects in the transportation network (see Appendix B).

§93.126, §93.127, §93.128 require that all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis be documented. In addition, the reason for the exemption (Table 2, Table 3, traffic signal synchronization) must also be documented (see Appendix B). It is important to note that the CTIPs exemption code is provided in response to FHWA direction.

Supporting Documentation:

The build highway networks include qualifying projects based on the 2019 FTIP and the 2018 RTP (as amended). Not all of the street and freeway projects included in the TIP/RTP qualify for inclusion in the highway network. Projects that call for study, design, or non-capacity

improvements are not included in the networks. When these projects result in actual facility construction projects, the associated capacity changes are coded into the network as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic are included.

Generally, Valley MPO highway networks include all roadways included in the county or cities classified system. These links typically include all freeways plus expressways, arterials, collectors and local collectors. Highway networks also include regionally significant planned local improvements from Transportation Impact Fee Programs and developer funded improvements required to mitigate the impact of a new development.

Small-scale local street improvements contained in the TIP/RTP are not coded on the highway network. Although not explicitly coded, traffic on collector and local streets is simulated in the models by use of abstract links called “centroid connectors”. These represent local streets and driveways which connect a neighborhood to a regionally significant roadway. Model estimates of centroid connector travel are reconciled against HPMS estimates of collector and local street travel.

C. TRAFFIC ESTIMATES

A summary of the population, employment, and travel characteristics for the Fresno Council of Governments transportation modeling area for each scenario in the Conformity Analysis is presented in Table 2-2.

**Table 2-2:
Traffic Network Comparison for Horizon Years Evaluated in Conformity Analysis**

Horizon Year	Total Population	Employment	Average Weekday VMT	Total Lane Miles
2020	1,023,358	375,200	24,822,480	6,749
2021	1,032,484	381,316	25,569,429	N/A
2023	1,050,981	411,000	26,449,107	N/A
2024	1,060,354	414,800	26,639,079	N/A
2026	1,078,121	421,500	27,153,667	N/A
2029	1,103,442	429,600	28,094,787	6,930
2031	1,119,781	434,700	28,342,780	N/A
2037	1,165,061	449,400	29,897,903	7,253
2042	1,197,730	461,000	31,219,737	7,258

D. VEHICLE REGISTRATIONS

Fresno Council of Governments does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the EMFAC2014 model (http://www.arb.ca.gov/msei/onroad/latest_version.htm). EMFAC2014 is the most recent model for use in California conformity analyses. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user. While EPA issued final approval for EMFAC2017 use in conformity demonstrations on August 15, 2019, the Conformity Analysis for the 2021 FTIP and 2018 RTP Amendment #3 relies on EMFAC2014 in line with the grace period established in the Final Rule. EPA issued a federal register notice on December 14, 2015 formally approving EMFAC2014 for conformity.

E. STATE IMPLEMENTATION PLAN MEASURES

The air quality modeling procedures and associated spreadsheets contained in Chapter 3 Air Quality Modeling assume emission reductions consistent with the applicable air quality plans. The emission reductions assumed for these committed measures reflect the latest implementation status of these measures. Committed control measures in the applicable air quality plans that reduce mobile source emissions and are used in conformity, are summarized below.

OZONE

No committed control measures are included in the 2008 ozone standard conformity demonstration as part of the 2016 Ozone Plan.

PM-10

Committed control measures in the EPA approved 2007 PM-10 Maintenance Plan that reduce mobile source emissions are shown in Table 2-3. However, reductions from these control measures were not applied to this conformity analysis because they were not needed to demonstrate conformity.

**Table 2-3:
2007 PM-10 Maintenance Plan Measures Assumed in the Conformity Analysis**

Measure Description	Pollutants
ARB existing Reflash, Idling, and Moyer	PM-10 annual exhaust NOx annual exhaust
District Rule 8061: Paved and Unpaved Roads	PM-10 paved road dust PM-10 unpaved road dust
District Rule 8021 Controls: Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities	PM-10 road construction dust

NOTE: State reductions from the Carl Moyer, Reflash and Idling have been included in EMFAC2014.

PM2.5

Committed control measures in the 2008 PM2.5 Plan (as revised in 2015) and 2012 PM2.5 Plan (as revised in 2015) that reduce mobile source emissions are shown in Table 2-4 and 2-5, respectively. However, reductions from these control measures were not applied to this conformity analysis because they were not needed to demonstrate conformity.

**Table 2-4:
2008 PM2.5 (1997 Standard) Plan Measures Assumed in the Conformity Analysis**

Measure Description	Pollutants
Existing Local Reductions: District Rule 9310 (School Bus Fleets)	Annual PM2.5 Annual NOx
Existing State Reductions: Carl Moyer Program & AB 1493 GHG Standards	Annual PM2.5 Annual NOx
New/Proposed Local Reductions: District Rule 9410 (Employer Based Trip Reduction)	Annual PM2.5 Annual NOx
New/Proposed State Reductions: Smog Check	Annual PM2.5 Annual NOx

NOTE: This table is consistent with the 2008 PM2.5 Plan (as revised in 2011) as approved by EPA on November 9, 2011 (effective January 9, 2012). State reductions from the Carl Moyer, AB1493, and Smog Check have been included in EMFAC2014.

**Table 2-5:
2012 PM2.5 (2006 Standard) Plan Measures Assumed in the Conformity Analysis**

Measure Description	Pollutants
Existing Local Reductions: District Rule 9310 (School Bus Fleets)	Annual PM2.5 Annual NOx
Existing State Reductions: Carl Moyer Program & AB 1493 GHG Standards	Annual PM2.5 Annual NOx
New/Proposed Local Reductions: District Rule 9410 (Employer Based Trip Reduction)	Annual PM2.5 Annual NOx
New/Proposed State Reductions: Smog Check	Annual PM2.5 Annual NOx

NOTE: This table is consistent with the 2012 PM2.5 Plan (as revised in 2015) approved by EPA on August 16, 2016 (effective September 30, 2016). State reductions from the Carl Moyer, AB1493 and Smog Check have been included in EMFAC2014.

CHAPTER 3: AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for ozone precursors and particulate matter is EMFAC2014. CARB emission factors for PM10 have been used to calculate re-entrained paved and unpaved road dust, and fugitive dust associated with road construction. For this conformity analysis, model inputs not dependent on the TIP or RTP are consistent with the applicable SIPs, which include:

- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016 and subsequently adopted by the ARB on July 21, 2016. EPA found the new ozone budgets adequate on June 29, 2017 (effective July 14, 2017). In response to recent court decisions regarding the baseline RFP year, ARB adopted the revised 2008 ozone conformity budgets as part of the 2018 Updates to the California State Implementation Plan Update on October 25, 2018. EPA approved the budgets and the plan on March 25, 2019.
- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2008 PM2.5 Plan (1997 Standards), as revised in 2011, was approved by EPA on November 9, 2011 (effective January 9, 2012).
- The 2018 PM2.5 Plan was partially approved by EPA on July 22, 2020 (effective as of publication) inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hr PM2.5 standard.

The conformity regulation requirements for the selection of the horizon years are summarized in Chapter 1; regional emissions have been estimated for the horizon years summarized in Table 1-7.

A. EMFAC2014

The EMFAC model (short for EMISSION FACTOR) is a computer emissions modeling software that estimates emission rates for motor vehicles for calendar years from 2000 to 2050 operating in California. Pollutant emissions for hydrocarbons, carbon monoxide, nitrogen oxides, particulate matter, lead, sulfur oxides, and carbon dioxide are output from the model. Emissions are calculated for passenger cars, light, heavy, and medium-duty trucks, motorcycles, buses and motor homes.

EMFAC is used to calculate current and future inventories of motor vehicle emissions at the state, county, air district, air basin, or MPO level. EMFAC contains default vehicle activity data that can be used to estimate a motor vehicle emissions inventory in tons/day for a specific year and season, and as a function of ambient temperature, relative humidity, vehicle population, mileage accrual, miles of travel, and vehicle speeds.

Section 93.111 of the conformity regulation requires the use of the latest emission estimation model in the development of conformity determinations. On December 30, 2014, ARB released EMFAC2014, which is the latest update to the EMFAC model for use by California State and local governments to meet Clean Air Act (CAA, 1990) requirements. Nearly a year later, on December 14, 2015, EPA announced the availability of this latest version of the California EMFAC model for use in SIP development in California. EMFAC2014 was required for conformity analysis on or after December 14, 2017.

On March 1, 2018 ARB released the latest update to the EMFAC model – EMFAC2017v1.0.2. The model was submitted for EPA review in the fall of 2018 and EPA published final approval of EMFAC for conformity use on August 15, 2019. The announcement set a grace period of 2 years before EMFAC2017 is required for use in new regional emissions analyses, therefore this analysis still relies on EMFAC2014 for all conformity tests.

On September 27, 2019, the United States Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA) published the “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program” (effective November 26, 2019). The Part One Rule revoked California’s authority to set its own greenhouse gas emissions standards, which were incorporated in EMFAC2014 emissions model. On November 20, 2019, California Air Resources Board (CARB) released “EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicles Rule Part One” for use in regional conformity analyses. On March 12, 2020, EPA concurred on the use of CARB’s EMFAC off-model adjustment factors in conformity demonstrations. On April 30, EPA and NHTSA published SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) rolling back federal fuel economy standards. On June 26, 2020 CARB issued a public notice stating that EMFAC adjustments released in November continue to be suitable for conformity purposes. The conformity analysis for the 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3 incorporates these emissions modeling adjustments.¹

A transportation data template has been prepared to summarize the transportation model output for use in EMFAC 2014. The template includes allocating VMT by speed bin by hour of the day. EMFAC2014 was used to estimate exhaust emissions for CO, ozone, PM-10, and PM2.5 conformity demonstrations consistent with the applicable air quality plan. Note that the statewide SIP measures documented in Chapter 2 are already incorporated in the EMFAC2014 model as appropriate.

¹ https://ww3.arb.ca.gov/msei/emfac_off_model_adjustment_factors_final_draft.pdf.

B. ADDITIONAL PM-10 ESTIMATES

PM-10 emissions for re-entrained dust from travel on paved and unpaved roads will be calculated separately from roadway construction emissions. It is important to note that with the final approval of the 2007 PM-10 Maintenance Plan, EPA approved a methodology to calculate PM-10 emissions from paved and unpaved roads in future San Joaquin Valley conformity determinations. The Conformity Analysis uses these methodologies and estimates construction-related PM-10 emissions consistent with the 2007 PM-10 Maintenance Plan. The National Ambient Air Quality Standards for PM-10 consists of a 24-hour standard, which is represented by the motor vehicle emissions budgets established in the 2007 PM-10 Maintenance Plan. It is important to note that EPA revoked the annual PM-10 Standard on October 17, 2006. The PM-10 emissions calculated for the conformity analysis represent emissions on an annual average day and are used to satisfy the budget test.

CALCULATION OF REENTRAINED DUST FROM PAVED ROAD TRAVEL

On January 13, 2011 EPA released a new method for estimating re-entrained road dust emissions from cars, trucks, buses, and motorcycles on paved roads. On February 4, 2011, EPA published the *Official Release of the January 2011 AP-42 Method for Estimating Re-Entrained Road Dust from Paved Roads* approving the January 2011 method for use in regional emissions analysis and beginning a two year conformity grace period, after which use of the January 2011 AP-42 method is required (e.g. February 4, 2013) in regional conformity analyses.

The road dust calculations have been updated to reflect this new methodology. More specifically, the emission factor equation and k value (particle size multiplier) have been updated accordingly. CARB default assumptions for roadway silt loading by roadway class, average vehicle weight, and rainfall correction factor remain unchanged. Emissions are estimated for five roadway classes including freeways, arterials, collectors, local roads, and rural roads. Countywide VMT information is used for each road class to prepare the emission estimates.

CALCULATION OF REENTRAINED DUST FROM UNPAVED ROAD TRAVEL

The base methodology for estimating unpaved road dust emissions is based on a CARB methodology in which the miles of unpaved road are multiplied by the assumed VMT and an emission factor. In the 2007 PM-10 Maintenance Plan, it is assumed that all non-agricultural unpaved roads within the San Joaquin Valley receive 10 vehicle passes per day. An emission factor of 2.0 lbs. PM-10/VMT is used for the unpaved road dust emission estimates. Emissions are estimated for city/county-maintained roads.

CALCULATION OF PM-10 FROM ROADWAY CONSTRUCTION

Section 93.122(e) of the Transportation Conformity regulation requires that PM-10 from construction-related fugitive dust be included in the regional PM-10 emissions analysis, if it is identified as a contributor to the nonattainment problem in the PM-10 implementation plan. The emission estimates are based on a CARB methodology in which the miles of new road built are

converted to acres disturbed, which is then multiplied by a generic project duration (i.e., 18 months) and an emission rate. Emission factors are unchanged from the previous estimates at 0.11 tons PM-10/acre-month of activity. The emission factor includes the effects of typical control measures, such as watering, which is assumed to reduce emissions by about 50%. Updated activity data (i.e., new lane miles of roadway built) is estimated based on the highway and transit construction projects in the TIP/RTP.

PM-10 TRADING MECHANISM

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NO_x to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism will be used only for conformity analyses for analysis years after 2005.

C. PM2.5 APPROACH

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM_{2.5} must address all standards in the conformity determination. The San Joaquin Valley currently violates both the 1997 and 2012 annual PM_{2.5} standards, and the 1997 and 2006 24-hour PM_{2.5} standards; thus, the conformity determination includes analyses to all PM_{2.5} standards.

The following PM_{2.5} approach addresses the 1997 (annual and 24-hour), the 2012 (annual), and the 2006 24-hour standards:

EMFAC2014 incorporates data for temperature and relative humidity that vary by geographic area, calendar year and season. The annual average represents an average of all the monthly inventories. A winter average represents an average of the California winter season (October through February). EMFAC will be run to estimate direct PM_{2.5} and NO_x emissions from motor vehicles for an annual or winter average day as described below.

EPA guidance indicates that State and local agencies need to consider whether VMT varies during the year enough to affect PM_{2.5} annual emission estimates. The availability of seasonal or monthly VMT data and the corresponding variability of that data need to be evaluated.

PM_{2.5} areas that are currently using network-based travel models must continue to use them when calculating annual emission inventories. The guidance indicates that the interagency consultation process should be used to determine the appropriate approach to produce accurate annual inventories for a given nonattainment area. Whichever approach is chosen, that approach should be used consistently throughout the analysis for a given pollutant or precursor. The interagency consultation process should also be used to determine whether significant seasonal variations in the output of network-based travel models are expected and whether these variations would have a significant impact on PM_{2.5} emission estimates.

The SJV MPOs all use network-based travel models. However, the models only estimate average weekday VMT. The SJV MPOs do not have the data or ability to estimate seasonal variation at this time. Data collection and analysis for some studies are in the preliminary phases and cannot be relied upon for other analyses. Some statewide data for the seasonal variation of VMT on

freeways does exist. However, traffic patterns on freeways do not necessarily represent the typical traffic pattern for local streets and arterials.

In many cases, traffic counts are sponsored by the MPOs and conducted by local jurisdictions. While some local jurisdictions may collect weekend or seasonal data, typical urban traffic counts occur on weekdays (Tuesday through Thursday). Data collection must be more consistent in order to begin estimation of daily or seasonal variation.

The SJV MPOs believe that the average annual day calculated from the current traffic models and EMFAC2014 represent the most accurate VMT data available. The MPOs will continue to discuss and research options that look at how VMT varies by month and season according to the local traffic models.

It is important to note that the guidance indicates that EPA expects the most thorough analysis for developing annual inventories will occur during the development of the SIP, taking into account the needs and capabilities of air quality modeling tools and the limitations of available data. Prior to the development of the SIP, State and local air quality and transportation agencies may decide to use simplified methods for regional conformity analyses.

The regional emissions analyses in PM_{2.5} nonattainment areas must consider directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2014. As indicated under the Conformity Test Requirements, re-entrained road dust and construction-related fugitive dust from highway or transit projects is not included at this time. In addition, NO_x emissions are included; however, VOC, SO_x, and ammonia emissions are not.

1997 Standard – Since EPA did not take action on the 1997 PM_{2.5} budgets in the 2018 PM_{2.5} Plan, the 2008 PM_{2.5} Plan budgets will continue to be used in this conformity analysis. The 2008 PM_{2.5} Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012) and contains motor vehicle emission budgets for PM_{2.5} and NO_x established based on average annual daily emissions. The annual inventory methodology contained in the 2008 PM_{2.5} Plan (as revised in 2011) and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM_{2.5} includes directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO_x, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

2006 Standard – On March 27, 2020, EPA proposed approval of portions of the 2018 PM_{2.5} Plan that pertain to the 2006 24-hour PM_{2.5} standard, including granting attainment deadline extension to 2024. This portion of the 2018 PM_{2.5} Plan was finalized on July 22, 2020 effective as of Federal Register publication. The 2018 PM_{2.5} Plan contains motor vehicle emission budgets for PM_{2.5} and NO_x established based on average winter daily emissions. The winter inventory methodology contained in the 2018 PM_{2.5} Plan and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM_{2.5} include directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO_x, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. It is important to note that the 2006 24-hour PM_{2.5} nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 PM_{2.5} standards.

2012 Standard – EPA’s nonattainment area designations for the 2012 PM_{2.5} standard became effective on April 15, 2015. Conformity applies one year after the effective date (April 15, 2016). In accordance with Section 93.109(i)(3) of the federal transportation conformity rule, if a 2012 PM_{2.5} area has adequate or approved SIP budgets that address the annual 1997 standards, it must use the budget test until new 2012 PM_{2.5} standard budgets are found adequate or approved. It is important to note that the 2012 annual PM_{2.5} nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 and 2006 PM_{2.5} standards. Since EPA has not did not take action on the 2012 PM_{2.5} budgets in the 2018 PM_{2.5} Plan, the 2008 PM_{2.5} Plan (as revised in 2011) budgets will continue to be used in this conformity analysis.

1997 and 2012 PM_{2.5} TRADING MECHANISM

Since EPA did not take full action on the 2018 PM_{2.5} Plan, consistent with the PM_{2.5} implementation rule, the 2008 PM_{2.5} Plan budgets and trading mechanism will continue to be used in this conformity analysis.

The 2008 PM_{2.5} SIP (as revised in 2011) allows trading from the motor vehicle emissions budget for the PM_{2.5} precursor NO_x to the motor vehicle emissions budget for primary PM_{2.5} using a 1 to 9 ratio. This trading mechanism will be used for the 1997 annual and 24-hour hour and 2012 PM_{2.5} standard conformity analyses for analysis years after 2014.

2006 PM_{2.5} TRADING MECHANISM

On July 22, 2020, EPA partially approved the 2018 PM_{2.5} SIP including the 2006 PM_{2.5} standard trading mechanism that allows trading from the motor vehicle emissions budget for the PM_{2.5} precursor NO_x to the motor vehicle emissions budget for primary PM-2.5 using an 2 to 1 ratio. This trading mechanism will be used for the 2006 24-hour PM_{2.5} standard conformity analysis for analysis years after 2020.

D. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

New step-by-step air quality modeling instructions were developed for SJV MPO use with EMFAC2014. These instructions were originally provided for interagency consultation in May 2016 and updated in July, 2020. EPA, FHWA, and ARB concurred.

Documentation of the conformity analysis for the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 is provided in Appendix C, including:

- 2020 Conformity EMFAC Spreadsheet
- 2020 Conformity Paved Road Spreadsheet
- 2020 Conformity Unpaved Road Dust Spreadsheet

*Fresno Council of Governments DRAFT 2020 Conformity Analysis for 2019 FTIP Amendment #12
and 2018 RTP Amendment #3*

- 2020 Conformity Construction Spreadsheet
- 2020 Conformity Totals Spreadsheet
- 2020 Conformity PM10 Trading Spreadsheet

CHAPTER 4: TRANSPORTATION CONTROL MEASURES

This chapter provides an update of the current status of transportation control measures identified in applicable implementation plans. Requirements of the Transportation Conformity regulation relating to transportation control measures (TCMs) are presented first, followed by a review of the applicable air quality implementation plans and TCM findings for the TIP/RTP.

A. TRANSPORTATION CONFORMITY REGULATION REQUIREMENTS FOR TCMS

The Transportation Conformity regulation requires that the TIP/RTP “must provide for the timely implementation of TCMs in the applicable implementation plan.” The Federal definition for the term “transportation control measure” is provided in 40 CFR 93.101:

“any measure that is specifically identified and committed to in the applicable implementation plan that is either one of the types listed in Section 108 of the CAA [Clean Air Act], or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the first sentence of this definition, vehicle technology based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of this subpart.”

In the Transportation Conformity regulation, the definition provided for the term “applicable implementation plan” is:

“Applicable implementation plan is defined in section 302(q) of the CAA and means the portion (or portions) of the implementation plan, or most recent revision thereof, which has been approved under section 110, or promulgated under section 110(c), or promulgated or approved pursuant to regulations promulgated under section 301(d) and which implements the relevant requirements of the CAA.”

Section 108(f)(1) of the Clean Air Act as amended in 1990 lists the following transportation control measures and technology-based measures:

- (i) programs for improved public transit;
- (ii) restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;
- (iii) employer-based transportation management plans, including incentives;
- (iv) trip-reduction ordinances;
- (v) traffic flow improvement programs that achieve emission reductions;

- (vi) fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service;
- (vii) programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;
- (viii) programs for the provision of all forms of high-occupancy, shared-ride services;
- (ix) programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
- (x) programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- (xi) programs to control extended idling of vehicles;
- (xii) programs to reduce motor vehicle emissions, consistent with title II, which are caused by extreme cold start conditions;
- (xiii) employer-sponsored programs to permit flexible work schedules;
- (xiv) programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;
- (xv) programs for new construction and major reconstructions of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. For purposes of this clause, the Administrator shall also consult with the Secretary of the Interior; and
- (xvi) program to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.

TCM REQUIREMENTS FOR A TRANSPORTATION PLAN

The EPA regulations in 40 CFR 93.113(b) indicate that transportation control measure requirements for transportation plans are satisfied if two criteria are met:

“(1) The transportation plan, in describing the envisioned future transportation system, provides for the timely completion or implementation of all TCMs in the applicable implementation plan which are eligible for funding under Title 23 U.S.C. or the Federal Transit Laws, consistent with schedules included in the applicable implementation plan.

(2) Nothing in the transportation plan interferes with the implementation of any TCM in the applicable implementation plan.”

TCM REQUIREMENTS FOR A TRANSPORTATION IMPROVEMENT PROGRAM

Similarly, in 40 CFR Section 93.113(c), EPA specifies three TCM criteria applicable to a transportation improvement program:

“(1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area;

(2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform:

- if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or
- if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvement projects, e.g., the Congestion Mitigation and Air Quality Improvement Program;

(3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan.”

B. APPLICABLE AIR QUALITY IMPLEMENTATION PLANS

Only transportation control measures from applicable implementation plans for the San Joaquin Valley region are required to be updated for this analysis. For this conformity analysis, the applicable implementation plans, according to the definition provided at the start of this chapter, are summarized below.

APPLICABLE IMPLEMENTATION PLAN FOR OZONE

The 2016 Ozone Plan does not include new TCMs for the San Joaquin Valley.

APPLICABLE IMPLEMENTATION PLAN FOR PM-10

The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016). No new local agency control measures were included in the Plan.

The Amended 2003 PM-10 Plan was approved by EPA on May 26, 2004 (effective June 25, 2004). A local government control measure assessment was completed for this plan. The analysis focused on transportation-related fugitive dust emissions, which are not TCMs by definition. The local government commitments are included in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2003*.

However, the *Amended 2002 and 2005 Ozone Rate of Progress Plan* contains commitments that reduce ozone related emissions; these measures are documented in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2002*. These commitments are included by reference in the Amended 2003 PM-10 Plan to provide emission reductions for precursor gases and help to address the secondary particulate problem. Since these commitments are included in the Plan by reference, the commitments were approved by EPA as TCMs.

APPLICABLE IMPLEMENTATION PLAN FOR PM2.5

Portions of the 2018 PM2.5 Plan pertaining to the 2006 24-hour PM2.5 standards were approved by EPA on July 22, 2020 (effective as of publication). The 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012). However, the Plans do not include any additional TCMs for the San Joaquin Valley.

C. IDENTIFICATION OF 2002 RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION

As part of the 2004 Conformity Determination, FHWA requested that each SIP (Reasonably Available Control Measure - RACM) commitment containing federal transportation funding and a transportation project and schedule be addressed more specifically. FHWA verbally requested documentation that the funds were obligated, and the project was implemented as committed to in the SIP.

The RTPA Commitment Documents, Volumes One and Two, dated April 2002 (Ozone RACM) were reviewed, using a “Summary of Commitments” table. Commitments that contain specific Federal funding/transportation projects/schedules were identified for further documentation. In some cases, local jurisdictions used the same Federal funding/transportation projects/schedules for various measures; these were identified as combined with (“comb w/”) reference as appropriate. A not applicable (“NA”) was noted where federally funded project is vehicle technology based, fuel based, and maintenance-based measures (e.g., LEV program, retrofit programs, clean fuels - CNG buses, etc.).

In addition, the RTPA Commitment Document, Volume Three, dated April 2003 (PM-10 BACM) was reviewed, using the Summary of Commitments table. Commitments that contain specific Congestion Mitigation and Air Quality (CMAQ) funding for the purchase and/or operation of street

sweeping equipment have been identified. Only one commitment (Fresno - City of Reedley) was identified.

The Project TID Table was developed to provide implementation documentation necessary for the measures identified. Detailed information is summarized in the first five columns, including the commitment number, agency, description, funding and schedule (if applicable).

For each project listed, the TIP in which the project was programmed, as well as the project ID and description have been provided. In addition, the current implementation status of the project has been included (e.g., complete, under construction, etc.). MPO staff determined this information in consultation with the appropriate local jurisdiction. Any projects not implemented according to schedule or project changes are explained in the project status column. These explanations are consistent with the guidance and regulations provided in the Transportation Conformity regulation.

Supplemental documentation was provided to FHWA in August and September 2004 in response to requests for information on timely implementation of TCMs in the San Joaquin Valley. The supplemental documentation included the approach, summary of interagency consultation correspondence, and three tables completed by each of the eight MPOs. The Supplemental Documentation was subsequently approved by FHWA as part of the 2004 Conformity Determination.

The Project TID table that was prepared at the request of FHWA for the 2004 Conformity Analysis, has been updated in each subsequent conformity analysis. This documentation has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix D.

In March 2005, the SJV MPOs began interagency consultation with FHWA and EPA to address outstanding RACM/TCM issues. In general, criteria were developed to identify commitments that require timely implementation documentation. The criteria were applied to the 2002 RACM Commitments approved by reference as part of the Amended 2003 PM-10 Plan. In April 2006, EPA transmitted final tables that identified the approved RACM commitments that require timely implementation documentation for the Conformity Analysis. Subsequently, an approach to provide timely implementation documentation was developed in consultation with FHWA.

A new 2002 RACM TID Table was prepared in 2006 to address the more general RACM commitments that require additional timely implementation documentation per EPA. A brief summary of the commitment, including finite end dates if applicable, is included for each measure. The MPOs provided a status update regarding implementation in consultation with their member jurisdictions. If a specific project has been implemented, it is included in the Project TID Table under "Additional Projects Identified". This documentation was included in the Conformity Analysis for the 2007 TIP and 2004 RTP (as amended) that was approved by FHWA in October 2006. The 2002 RACM TID Table has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix D.

D. TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN

Based on a review of the transportation control measures contained in the applicable air quality plans, as documented in the two tables contained in Appendix D, the required TCM conformity findings are made below:

The TIP/RTP provide for the timely completion or implementation of the TCMs in the applicable air quality plans. In addition, nothing in the TIP or RTP interferes with the implementation of any TCM in the applicable implementation plan, and priority is given to TCMs.

E. RTP CONTROL MEASURE ANALYSIS IN SUPPORT OF 2003 PM-10 PLAN

In May 2003, the San Joaquin Valley MPO Executive Directors committed to conduct feasibility analyses as part of each new RTP in support of the 2003 PM-10 Plan. This commitment was retained in the 2007 PM-10 Maintenance Plan. In accordance with this commitment, Fresno Council of Governments undertook a process to identify and evaluate potential control measures that could be included in the 2018 RTP. The analysis of additional measures included verification of the feasibility of the measures in the PM-10 Plan BACM analysis, as well as an analysis of new PM-10 commitments from other PM-10 nonattainment areas.

A summary of the process to identify potential long-range control measures analysis and results to be evaluated as part of the RTP development was transmitted to the Interagency Consultation (IAC) partners for review. FHWA and EPA concurred with the summary of the long-range control measure approach in September 2009.

The Local Government Control Measures considered in the PM-10 Plan BACM analysis that were considered for inclusion in the 2018 RTP included:

- Paving or Stabilizing Unpaved Roads and Alleys
- Curbing, Paving, or Stabilizing Shoulders on Paved Roads
- Frequent Routine Sweeping or Cleaning of Paved Roads (i.e., funding allocation for the purchase of PM-10 efficient street sweepers for member jurisdictions)
- Repave or Overlay Paved Roads with Rubberized Asphalt

It is important to note that the first three measures considered in the PM-10 Plan BACM analysis (i.e., access points, street cleaning requirements, and erosion clean up) are not applicable for inclusion in the RTP.

With the adoption of each new RTP, the MPOs will consider the feasibility of these measures, as well as identify any other new PM-10 measures that would be relevant to the San Joaquin Valley. Fresno Council of Governments also considered PM-10 commitments from other PM-10 nonattainment areas that had been developed since the previous RTP was approved. Federal

websites were reviewed for any PM-10 plans that have been approved since 2012. New PM-10 plans that have been reviewed include:

- A. West Pinal County, AZ Moderate PM-10 Nonattainment Area SIP, submitted December 21, 2015 (EPA approval effective May 31, 2017). Contingency measures include paving or chemically stabilizing unpaved roads.
- B. Owens Valley, CA Serious PM-10 Nonattainment Area SIP, submitted June 9, 2016 (EPA approval effective April 12, 2017). Road dust was determined to be below de minimis thresholds and no mobile source control measures were adopted.
- C. Mammoth Lake, CA PM-10 Redesignation Request and Maintenance Plan, submitted October 21, 2014 (EPA approval effective November 4, 2015). The Mammoth Lake general plan places a cap on the growth of VMT. Contingency measures include improved street sweeping procedures and reduced use of volcanic cinders on roadways.
- D. Las Vegas, NV Serious PM-10 Redesignation Request and Maintenance Plan, submitted September 7, 2012 (EPA approval effective November 5, 2014). Most stringent measures were introduced in 2001. Stabilization of unpaved roads including paving roads with volumes over 150 vehicles per day. Paved road sweeping and mitigation measures.
- E. Payson, AZ PM-10 Limited Maintenance Plan submitted January 23, 2012 (EPA approval effective May 19, 2014). Contingency measures include paving or chemically stabilizing unpaved roads.
- F. South Coast, CA PM-10 Redesignation Request and Maintenance Plan submitted April 28, 2010 (EPA approval effective July 26, 2013). No PM-10 specific dust control measures cited for mobile sources.
- G. Juneau's Mendenhall Valley, AK PM-10 Limited Maintenance Plan submitted February 20, 2009 (EPA approval effective July 8, 2013). The attainment plan control measures included optimizing sanding and de-icing materials to minimize entrainment, spring street sweeping, and paving of dirt roads. No additional measures were identified for the LMP to continue attainment of the NAAQS. Contingency measures include paving of dirt roads and stabilization of unpaved shoulders.
- H. Eugene-Springfield, OR PM-10 Redesignation Request and Limited Maintenance Plan submitted January 13, 2012 (EPA approval effective June 10, 2013). Motor vehicles were not identified as a significant source and no control measures were included for onroad mobile sources.
- I. Sandpoint, ID PM-10 Limited Maintenance Plan submitted December 12, 2011 (EPA approval effective May 23, 2013). Ordinances require the application of certain types of sand in the winter along with increased street sweeping.

Based on review of commitments from other PM-10 nonattainment areas that have been developed since the previous RTP, no additional on-road fugitive dust controls measures are available for consideration.

Based on consultation with CARB and the Air District, Fresno Council of Governments considered priority funding allocations in the 2018 RTP for PM-10 and NOx emission reduction projects in the post-attainment year timeframe that go beyond the emission reduction commitments made for the attainment year 2010 for the following four measures:

- (1) Paving or Stabilizing Unpaved Roads and Alleys
- (2) Curbing, Paving, or Stabilizing Shoulders on Paved Roads
- (3) Frequent Routine Sweeping or Cleaning of Paved Roads (i.e., funding allocation for the purchase of PM-10 efficient street sweepers for member jurisdictions); and
- (4) Repave or Overlay Paved Roads with Rubberized Asphalt

Fresno COG continues to actively include the reduction of PM_{2.5/10} emissions (typical projects above list #1 through #3) in the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. PM_{2.5/10} is included in the “Project Category Goals”. PM_{2.5/10} is evaluated and prioritized in the CMAQ Scoring Criteria under the “Air Pollutant Emission Reduction” Category (20 points possible out of 100) as well as receiving consideration in the “Subjective Evaluation” (10 points possible out of 100). PM_{2.5/10} projects also are given priority if they meet the criteria of being cost-effective (30 points out of 100) Information regarding Fresno COG’s CMAQ Program can be found at: <http://www.fresnocog.org/>.

Fresno COG has explored the feasibility of incorporating the use of rubberized asphalt in repave or overlay projects. Currently, California Department of Transportation (Caltrans) incorporates rubberized asphalt as general policy to meet recycled content requirements on high volume state highway facilities. Caltrans is required by AB 338 (Levine) to incrementally phase in increased use of rubberized-asphalt concrete (RAC) not less than 25% by ton after January 1, 2010 and not less than 35% by ton after January 1, 2013. Caltrans (District 6) found that rubberized asphalt is problematic when used where traffic stops and starts (i.e., signalized local streets). The material has been found to break down prematurely and tends to “shove and tear” in stop-and-go traffic applications. Rubberized asphalt has been found to have useful application for noise reduction purposes. There is work currently in process to develop commercial viability of low-greenhouse gas Portland Cement Concrete which may be preferable to rubberized asphalt for greenhouse gas reduction.

The application of rubberized asphalt technology can reduce tire wear dust (PM₁₀). The cost effectiveness for roads with annual daily traffic of 2,500 vehicles per lane mile per day is estimated at \$4,290,000 per ton. (Analysis of Particulate Control Measures Effectiveness Interim Report #2, Sierra Research, February 15, 2007; Maricopa, Arizona, Association of Governments). The limitations imposed by the high cost and limited applicability to free-flowing high volume highway use prove to make this of limited application on local streets in the Fresno region. Rubberized asphalt is incorporated in transportation projects where it is feasible. Fresno COG

will continue to explore the feasibility of new technology in the reduction of transportation sources of air pollutant emissions.

CHAPTER 5: INTERAGENCY CONSULTATION

The requirements for consultation procedures are listed in the Transportation Conformity Regulations under section 93.105. Consultation is necessary to ensure communication and coordination among air and transportation agencies at the local, State and Federal levels on issues that would affect the conformity analysis such as the underlying assumptions and methodologies used to prepare the analysis. Section 93.105 of the conformity regulation notes that there is a requirement to develop a conformity SIP that includes procedures for interagency consultation, resolution of conflicts, and public consultation as described in paragraphs (a) through (e). Section 93.105(a)(2) states that prior to EPA approval of the conformity SIP, “MPOs and State departments of transportation must provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, DOT and EPA, including consultation on the issues described in paragraph (c)(1) of this section, before making conformity determinations.” The Air District adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the Clean Air Act as amended in 1990. Since EPA has not approved Rule 9120 (the conformity SIP), the conformity regulation requires compliance with 40 CFR 93.105 (a)(2) and (e) and 23 CFR 450.

Section 93.112 of the conformity regulation requires documentation of the interagency and public consultation requirements according to Section 93.105. A summary of the interagency consultation and public consultation conducted to comply with these requirements is provided below. Appendix E includes the public meeting process documentation. The responses to comments received as part of the public comment process are included in Appendix F.

A. INTERAGENCY CONSULTATION

Consultation is generally conducted through the San Joaquin Valley Interagency Consultation Group (combination of previous Model Coordinating Committee and Programming Coordinating Group). The San Joaquin Valley Interagency Consultation (IAC) Group has been established by the Valley Transportation Planning Agency's Director's Association to provide a coordinated approach to valley transportation planning and programming (Transportation Improvement Program, Regional Transportation Plan, and Amendments), transportation conformity, climate change, and air quality (State Implementation Plan and Rules). The purpose of the group is to ensure Valley wide coordination, communication and compliance with Federal and California Transportation Planning and Clean Air Act requirements. Each of the eight Valley MPOs and the Air District are represented. In addition, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans (Headquarters, District 6, and District 10) are all represented. The IAC Group meets approximately quarterly.

The draft boilerplate conformity document was distributed for interagency consultation on July 8, 2020. Comments received have been addressed and incorporated into this version of the analysis.

The 2020 Conformity Analysis for the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 was developed in consultation with Fresno Council of Governments local partner agencies, including member jurisdictions, Caltrans, and local transit agencies.

The 2020 Conformity Analysis for the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 was released on September 3, 2020 for a 30-day public comment period, followed by adoption on October ##, 2020. Federal approval is anticipated on or before December 31, 2020.

B. PUBLIC CONSULTATION

In general, agencies making conformity determinations shall establish a proactive public involvement process that provides opportunity for public review and comment on a conformity determination for FTIPs/RTPs. In addition, all public comments must be addressed in writing.

All MPOs in the San Joaquin Valley have standard public involvement procedures. Fresno Council of Governments has an adopted consultation process and policy for conformity analysis which includes a 30-day public notice and comment period followed by a public hearing. A public meeting is also conducted prior to adoption and all public comments are responded to in writing. The Appendices contain corresponding documentation supporting the public involvement procedures.

CHAPTER 6: TIP AND RTP CONFORMITY

The principal requirements of the transportation conformity regulation for TIP/RTP assessments are: (1) the TIP and RTP must pass an emissions budget test with a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test; (2) the latest planning assumptions and emission models must be employed; (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation. The final determination of conformity for the TIP/RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

The previous chapters and the appendices present the documentation for all of the requirements listed above for conformity determinations except for the conformity test results. Prior chapters have also addressed the updated documentation required under the transportation conformity regulation for the latest planning assumptions and the implementation of transportation control measures specified in the applicable air quality implementation plans.

This chapter presents the results of the conformity tests, satisfying the remaining requirement of the transportation conformity regulation. Separate tests were conducted for ozone, PM-10 and PM2.5 (1997 and 2012 PM2.5 standards, and 2006 24-hour PM2.5 standards). The applicable conformity tests were reviewed in Chapter 1. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the transportation conformity regulation and summarized in Chapters 2 and 3. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 6-1 presents results for ozone (ROG/NO_x), PM-10 (PM-10/NO_x), and PM2.5 (PM2.5/NO_x) respectively, in tons per day for each of the horizon years tested.

Ozone:

For 2008 and 2015 8-hour ozone, the applicable conformity test is the emissions budget test, using the *2018 Updates to the California State Implementation Plan* budgets for the San Joaquin Valley established for ROG and NO_x for an average summer (ozone) season day. EPA approved the plan and the budgets on March 25, 2019. The modeling results for all analysis years indicate that the on-road vehicle ROG and NO_x emissions predicted for each of the “Build” scenarios are less than the emissions budgets. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds and nitrogen oxides.

PM-10:

For PM-10, the applicable conformity test is the emissions budget test, using the 2007 PM-10 Maintenance Plan budgets for PM-10 and NO_x. This Plan revisions including conformity budgets was approved by EPA on July 8, 2016 (effective September 30, 2016). The modeling results for

all analysis years indicate that the PM-10 emissions predicted for the “Build” scenarios are less than the emissions budget for 2020. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

1997 PM2.5 Standards:

Since EPA did not yet take action on the entire 2018 PM2.5 Plan, the 2008 PM2.5 Plan budgets will continue to be used in this conformity analysis. For 1997 PM2.5 Standards, the applicable conformity test is the emission budget test, using budgets established in the 2008 PM2.5 Plan. EPA approved the 2008 PM2.5 Plan (as revised in 2011) November 9, 2011 (effective January 9, 2012). The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2006 PM2.5 Standard:

On March 27, 2020, EPA proposed approval of portions of the 2018 PM2.5 Plan that pertain to the 2006 24-hour PM2.5 standard, including new transportation conformity budgets and trading mechanism. These portions of the 2018 PM2.5 Plan were finalized on July 22, 2020, effective as of final Federal Register publication. For the 2006 PM2.5 standard, the applicable conformity test is the emission budget test, using approved budgets established in the 2018 PM2.5 Plan. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2012 PM2.5 Standard:

In accordance with Section 93.109(c)(2), areas designated nonattainment for the 2012 PM2.5 standards are required to use existing adequate or approved SIP motor vehicle emissions budgets for a prior annual PM2.5 standard until budgets for the 2012 PM2.5 standards are either found adequate or approved. Since EPA did not yet take action on the entire 2018 PM2.5 Plan, the 2008 PM2.5 Plan (as revised in 2011) budgets will continue to be used in this conformity analysis. For the 2012 PM2.5 standards, the applicable conformity test is the emissions budget test, using the 2008 PM2.5 Plan (1997 standard) budgets. EPA approved the 2008 PM2.5 Plan (as revised in 2011) November 9, 2011, effective January 9, 2012. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

As all requirements of the Transportation Conformity Regulation have been satisfied, a finding of conformity for the 2020 Conformity Analysis for the 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3 is supported.

**Table 6-1:
Conformity Results Summary**

2020 Conformity Analysis Results Summary -- Fresno

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 and 2015 Ozone	2020 Budget	6.7	23.9		
	2020	6.4	22.9	YES	YES
	2023 Budget	5.5	14.1		
	2023	5.4	13.9	YES	YES
	2026 Budget	4.9	13.2		
	2026	4.8	12.7	YES	YES
	2029 Budget	4.5	12.4		
	2029	4.3	12.0	YES	YES
	2031 Budget	4.2	12.1		
	2031	4.0	11.5	YES	YES
	2037	3.4	11.1	YES	YES
2042	3.2	11.3	YES	YES	

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2020 Budget	7.0	25.4		
	2020	6.7	23.9	YES	YES
	Adjusted 2020 Budget	7.2	25.1		
	2029	7.2	12.4	YES	YES
	Adjusted 2020 Budget	7.8	24.2		
	2037	7.8	11.5	YES	YES
	Adjusted 2020 Budget	7.5	24.7		
	2042	7.5	11.6	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-Hour and 1997 & 2012 Annual PM2.5 Standards	2014 Budget	1.1	31.4		
	2021	0.8	22.0	YES	YES
	2014 Budget	1.1	31.4		
	2029	0.8	12.4	YES	YES
	2014 Budget	1.1	31.4		
	2037	0.8	11.5	YES	YES
	2014 Budget	1.1	31.4		
	2042	0.8	11.6	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2006 PM2.5 Winter 24-Hour Standard	2020 Budget	0.9	25.9		
	2020	0.8	24.4	YES	YES
	2023 Budget	0.8	15.5		
	2023	0.7	14.8	YES	YES
	2024 Budget	0.8	15.0		
	2024	0.7	14.3	YES	YES
	2024 Budget	0.8	15.0		
	2031	0.8	12.2	YES	YES
	2024 Budget	0.8	15.0		
	2037	0.8	11.7	YES	YES
	2024 Budget	0.8	15.0		
	2042	0.8	11.8	YES	YES

PM-10	Total On-Road Exhaust		Paved Road Dust		Unpaved Road Dust		Road Construction Dust		Total	
	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox
2020	1.754	23.874	3.994		0.596		0.367		6.7	23.9
2029	1.862	12.414	4.423		0.596		0.300		7.2	12.4
2037	1.975	11.479	4.642		0.596		0.603		7.8	11.5
2042	2.064	11.629	4.808		0.596		0.015		7.5	11.6

REFERENCES

CAA, 1990. *Clean Air Act*, as amended November 15, 1990. (42 U. S. C. Section 7401et seq.) November 15, 1990.

EPA, 1993. 40 CFR Parts 51 and 93. *Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act*. U.S. Environmental Protection Agency. Federal Register, November 24, 1993, Vol. 58, No. 225, p. 62188.

EPA, 2004a. *Companion Guidance for the July 1, 2004, Final Transportation Conformity Rule: Conformity Implementation in Multi-jurisdictional Nonattainment and Maintenance Areas for Existing and New Air Quality Standards*. U.S. Environmental Protection Agency. July 21, 2004.

EPA, 2010a. 40 CFR Part 93. *Transportation Conformity Rule PM_{2.5} and PM₁₀ Amendments; Final Rule*. Federal Register, March 24, 2010, Vol. 75, No. 56, p. 14260.

EPA, 2010b. *Transportation Conformity Regulations EPA-420-B-10-006*. March.

EPA, 2012a. 40 CFR Part 93. *Transportation Conformity Rule Restructuring Amendments; Final Rule*. Federal Register, March 14, 2012, Vol. 77, No. 50, p. 14979.

EPA, 2012b. *Transportation Conformity Guidance for 2008 Ozone Nonattainment Areas*. U.S. Environmental Protection Agency. EPA-420-B-12-045. July 2012.

EPA, 2012c. *Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas*. U.S. Environmental Protection Agency. EPA-420-B-12-046. July 2012.

EPA, 2015. *Implementation of the 2009 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements*. Final Rule. U.S. Environmental Protection Agency. Vol. 80. No. 44. March 6, 2015.

EPA, 2016. *Fine Particulate Matter National Ambient Air Quality Standards: State Implementation Plan Requirements*. Final Rule. U.S. Environmental Protection Agency. PA-HQ-OAR-2013-0691. July 29, 2016.

EPA, 2018(a). *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements*. Final Rule. U.S. Environmental Protection Agency. Vol. 83, No. 234, December 6, 2018.

EPA, 2018(b). *Transportation Conformity Guidance for the South Coast II Court Decision*. EPA-420-B-12-050. November 2018.

*Fresno Council of Governments DRAFT 2020 Conformity Analysis for 2019 FTIP Amendment #12
and 2018 RTP Amendment #3*

EPA, 2018(c). *Transportation Conformity Guidance for 2015 Ozone NAAQS Nonattainment Areas*. EPA-420-B-18-023. June 2018.

USDOT. 2001. *Use of Latest Planning Assumptions in Conformity Determinations*.
Memorandum from U.S. Department of Transportation. January 18, 2001.

USDOT. 2001. Federal Highway Administration. Planning Assistance and Standards. 23 CFR
450. October 16.

APPENDIX A
CONFORMITY CHECKLIST

CONFORMITY ANALYSIS DOCUMENTATION

Checklist for MPO TIPs/RTPs January 2018

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	Ch. 1 pages 9-11	
§93.102 (b)(2)(iii)	PM10 areas: document whether EPA or state has found VOC and/or NOx to be a significant contributor or if the SIP establishes a budget	Ch. 1 page 11	
§93.102 (b)(2)(iv)	PM2.5 areas: document if both EPA and the state have found that NOx is not a significant contributor or that the SIP does not establish a budget (otherwise, conformity applies for NOx)	Conformity applies to NOx	
§93.102 (b)(2)(v)	PM2.5 areas: document whether EPA or state has found VOC, SO2, and/or NH3 to be a significant contributor or if the SIP establishes a budget	Ch. 3 pages 33-35	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding made by DOT.	Ch. 5 page 48 App. E E.S. page 1	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106	Document that horizon years are no more than 10 years apart ((a)(1)(i)). Document that the first horizon year is no more than 10 years from the based year used to validate the transportation demand planning model ((a)(1)(ii)). Document that the attainment year is a horizon year, if in the timeframe of the plan ((a)(1)(iii)). Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year ((a)(2)(ii)). Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	Ch. 1 pages 15-16 Ch 2. Page 26 App. B	
§93.108	Document that the TIP/RTP is fiscally constrained (23 CFR 450).	E.S. P. 1	

*Fresno Council of Governments DRAFT 2020 Conformity Analysis for 2019 FTIP Amendment #12
and 2018 RTP Amendment #3*

40 CFR	Criteria	Page	Comments
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	Chapters 1-6 Pages 9-16. 21-29, 32-35, 38-40	
§93.109 (c.)	Provide either a table or text description that details, for each pollutant, precursor and applicable standard, whether the interim emissions test(s) and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	Ch. 1 pages 11-16 Ch. 6 pages 49-50	
§93.109(e)	CO or PM10: Document if the area has a limited maintenance plan and from where that information comes	Ch. 1 page's 12-13	
§93.109(f)	Document if motor vehicle emissions are an insignificant contributor and in what SIP that determination is found	N/A	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	Ch. 1, 2, pages 11-27	
EPA-DOT guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (December 2008 guidance.)	Ch. 1 pages 16-18 Ch. 2 pages 19-32	
§93.110 (c, d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination (c). Document the assumptions about transit service, use of the latest transit fares, and road and bridge tolls (d). Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented (e). Document the key assumptions and show that they were agreed to through Interagency and public consultation (f).	Ch. 2 pages 25-27	
§93.111	Document the use of the latest emissions model approved by EPA. If the previous model was used and the grace period has ended, document that the analysis began before the end of the grace period.	Ch.3 page 32	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of	Ch. 4 pages 41-42 Ch. 5 pages 48-49	

*Fresno Council of Governments DRAFT 2020 Conformity Analysis for 2019 FTIP Amendment #12
and 2018 RTP Amendment #3*

40 CFR	Criteria	Page	Comments
	consultation on conformity tests and methodologies as well as responses to written comments.		
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	App. D Ch. 4 pages 38-40	
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	Analysis addresses both documents	
For Areas with SIP Budgets:			
§93.118, §93.124	Document what the applicable budgets are, and for what years. Document if there are subarea budgets established, and for which areas (93.124(c)). Document if there is a safety margin established, and what are the budgets with the safety margin included. (93.124(a)). Document if there has been any trading among budgets, and if so, which SIP establishes the trading mechanism, and how it is used in the conformity analysis (93.124(b)). If there is more than one MPO in the area, document whether separate budgets are established for each MPO (93.124(d)).	Ch. 1, Section D, pages 11-16	
§93.118 (a, c, e)	Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	Ch. 4 Pages 46-47 Ch. 6 Pages 50-51	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1 page's 12-16	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	Ch. 4 Pages 46-47 Ch. 6 Pages 50-51	
For Areas without Applicable SIP Budgets:			
§93.119	<u>Document whether the area must meet just one or both interim emissions tests. If both, document that it is the "less than" form of these tests (i.e., §93.119(b)(1) and (c)(1) vs. (b)(2), (c)(2), and (d)).</u>	N/A	

*Fresno Council of Governments DRAFT 2020 Conformity Analysis for 2019 FTIP Amendment #12
and 2018 RTP Amendment #3*

40 CFR	Criteria	Page	Comments
§93.119 ⁱ (a, b, c, d)	Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with the requirements of the “Action/Baseline” or “Action/Baseline Year” emissions tests as applicable.	N/A	
§93.119 (e)	Document the appropriate baseline year.	N/A	
§93.119 (f)	Document the use of appropriate pollutants and if EPA or the state has made a finding that a particular precursor or component of PM10 is significant or insignificant.	N/A	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	N/A	
§93.119 (h, i)	Document how the baseline and action scenarios are defined for each analysis year.	N/A	
For All Areas Where a Regional Emissions Analysis Is Needed			
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis year it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	Ch. 2 page 25 App. B	
§93.122 (a) (2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs (a)(2). Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year (a)(3).	Ch. 4 pages 38-47	
§93.122 (a) (4,5,6,7)	For nonregulatory measures that are not included in the transportation plan and TIP, include written commitments from appropriate agencies (a)(4). Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios (a)(5).	App. D Ch. 2 Pages 29-31	

*Fresno Council of Governments DRAFT 2020 Conformity Analysis for 2019 FTIP Amendment #12
and 2018 RTP Amendment #3*

40 CFR	Criteria	Page	Comments
	Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation (a)(6). Document the method(s) used to estimate VMT on off-network roadways in the analysis (a)(7).		
§93.122 (b)(1)(i) ⁱⁱ	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	Ch. 2 pages 20-21	
§93.122 (b)(1)(ii) ⁱⁱ	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2 pages 20-23	
§93.122 (b)(1)(iii) ⁱⁱ	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	Ch. 2 pages 20-23	
§93.122 (b)(1)(iv) ⁱⁱ	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	Ch. 2 pages 23-24	
§93.122 (b)(1)(v) ⁱⁱ	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	Ch. 2 pages 23-24	
§93.122 (b)(1)(vi) ⁱⁱ	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	Ch. 2 pages 26-27	
§93.122 (b)(2) ⁱⁱ	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	Ch. 2 page 25	
§93.122 (b)(3) ⁱⁱ	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	Ch. 2 page 21, 27	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	Ch. 2 page 20-21	
§93.122 (e, f)	Document, in areas where a SIP identifies construction related PM10 or PM2.5 as significant	Ch. 3 page 34	

*Fresno Council of Governments DRAFT 2020 Conformity Analysis for 2019 FTIP Amendment #12
and 2018 RTP Amendment #3*

40 CFR	Criteria	Page	Comments
	pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis.		
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis, i.e. that:	N/A	
	(g)(1)(i): the new plan and TIP contain all the projects that must be started to achieve the highway and transit system envisioned by the plan	N/A	
	(g)(1)(ii): all plan and TIP projects are included in the transportation plan with design concept and scope adequate to determine their contribution to emissions in the previous determination;	N/A	
	(g)(1)(iii): the design concept and scope of each regionally significant project in the new plan/TIP are not significantly different from that described in the previous;	N/A	
	(g)(1)(iv): the previous regional emissions analysis meets 93.118 or 93.119 as applicable	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	App. B Ch. 2 pages 27-28	

ⁱ Note that some areas are required to complete both Interim emissions tests.

ⁱⁱ 40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population. Also note these procedures apply in any areas where the use of these procedures has been the previous practice of the MPO (40 CFR 93.122(d)).

Disclaimers

This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supersede the Transportation Conformity regulations of 40 CFR Parts 51 and 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and 93 contain additional criteria for project-level conformity determinations.

APPENDIX B

TRANSPORTATION PROJECT LISTING

Regionally Significant Project Listing

Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Description				Estimated Cost	Conformity Analysis Year (project open to traffic)								
			Facility Name/Route	Type of Improvement	Project Limits	2020		2021	2023	2024	2026	2029	2031	2037	2042	
Caltrans	FRE150055 FRE501717	10300000340	41	Widen from 2-Lane to 4-lane expressway [Excelsior]	From: Kings County Line To Elkhorn Ave	\$77,950,000				X	X	X	X	X	X	X
Caltrans	FRE500516		41	Add NB Auxiliary Lanes	O Street to Shields	\$19,500,000									X	X
Caltrans	FRE500570		41	SR 41-Ashlan to Shaw: Add 1 NB Auxiliary Lane	Ashlan to Shaw	\$7,000,000									X	X
Caltrans	FRE500759		41	SR 41: El Paso to Friant: Add 1 SB Auxiliary Lane	El Paso to Friant	\$13,970,000						X	X	X	X	X
Caltrans	FRE500767		41	SR 41-Tulare to O Street: Widen Auxiliary Lane/Improve Ramps (Project J in the Measure C Urban Regional Program)	Tulare Ave to O Street	\$4,900,000	X	X	X	X	X	X	X	X	X	X
Fresno	FRE500145		41	Widen Off Ramp at Shaw	Interchange Crossstreets:SR 41 Off Ramp & Shaw	\$246,000		X	X	X	X	X	X	X	X	X
Fresno	FRE500146		41	Auxiliary Lane	From:Gettysburg Overcross To:Shaw Exit Ramp	\$1,271,000								X	X	X
Caltrans	FRE190013		99	Improve Interchange (Measure C Project AA in the Rural Regional Program - Tier 2)	Central/Chestnut	\$47,141,000							X	X	X	X
Caltrans	FRE021108	10300000178	180	Kings Canyon Expressway-Segment 3 (Near Centerville and Minkler, on Route 180 from west of Smith Avenue to east of Frankwood Avenue. Construct 4 lane expressway on existing alignment.) [Measure C Project D in the Rural Regional Program]	Trimmer Springs to Frankwood	\$100,548,000		X	X	X	X	X	X	X	X	X
Huron	FRE500805		269	New Roundabout	From:N/A To:N/A	\$3,000,000			X	X	X	X	X	X	X	X
Huron	FRE500806		269	Lassen Ave & Palmer Ave Intersection Improvements	From:Lassen To: Palmer	\$1,600,000								X	X	X
Huron	FRE500807		269	Lassen Ave & Palmer Ave Intersection Improvements	From:Lassen To: Tornado	\$1,600,000				X	X	X	X	X	X	X
Caltrans	FRE111351	20300000748	<interchange>	Interchange Improvements	Interchange Cross Streets:IS & SR 198	\$18,236,000								X	X	X
Caltrans	FRE111352	20300000752	<interchange>	American Ave @ SR 99-Interchange Improvements	Interchange Cross Streets:American Ave & SR 99	\$61,950,000						X	X	X	X	X
Caltrans	FRE111355	20300000756	<interchange>	North/Cedar/SR 99-Improve Interchange	North Ave to Cedar	\$110,180,000						X	X	X	X	X
Caltrans	FRE500520		<interchange>	Replace bridge structures and widen Floral	Interchange Cross Streets:SR 99 & SR 43	\$13,000,000									X	X
Caltrans	FRE500521		<interchange>	Improve interchange	Interchange Cross Streets:SR 99 & Shaw	\$86,000,000									X	X
Fresno	FRE501074		<interchange>	Modify interchange to add a direct southbound on- ramp; eliminate Broadway/SR-41 southbound on-ramp; signalize ramp intersections with Van Ness and add ramp metering to new southbound on-ramp.	Interchange Crossstreets:Van Ness & Broadway	\$1,230,000								X	X	X
Fresno	FRE111353	20300000753	<intersection>	Widen Undercrossing to 5 LN (Measure C Project K8 in the Urban Regional Program)	Intersection Herndon Ave to SR 99	\$26,365,000						X	X	X	X	X

Regionally Significant Project Listing

Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)										
			Facility Name/Route	Type of Improvement	Project Limits		2020	2021	2023	2024	2026	2029	2031	2037	2042		
Clovis	FRE500616		Ashlan	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Leonard To:Highland Dist:.50	\$3,800,000	X	X	X	X	X	X	X	X	X	X	
Fresno	FRE190019		Ashlan	Ashlan Ave from Polk to Cornelia; widen to eastbound lane from 1 lane to 2 lanes, install median, sidewalks, streetlights	From:Polk To:Cornelia	\$3,313,000			X	X	X	X	X	X	X	X	
Fresno	FRE500574		Ashlan	3 LD to 4 LD with bike lanes and sidewalks,curb & gutter	From:Grantland To:Bryan Dist:.5	\$1,550,000									X	X	X
Fresno	FRE500613		Ashlan	2, 3 and 4 LU to 4 LD with bike lanes and sidewalks,curb & gutter	From:Maroa To:Blackstone Dist:.5	\$1,550,000			X	X	X	X	X	X	X	X	X
Fresno	FRE500617		Ashlan	WB 2 LU to 4 LD with bike lanes and sidewalks	From:Polk To:Cornelia Dist:.5	\$1,500,000					X	X	X	X	X	X	X
Fresno	FRE500618		Ashlan	2 LU to 4 LD with bike lanes and sidewalks,curb & gutter	From:Bryan To: Polk Dist:.5	\$4,650,000									X	X	X
Fresno	FRE500619		Ashlan	Unconstructed to 4 LD	From:Garfield To:Grantland Dist:.5	\$1,550,000					X	X	X	X	X	X	X
Clovis	FRE500624		Barstow	2LU to 2LU w/2WLT, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics, Traffic Signals at Barstow and DeWolf & Leonard	From:Dewolf To:Leonard Dist:.5	\$4,300,000			X	X	X	X	X	X	X	X	X
Fresno	FRE500621		Barstow	2 LU to 4 LU	From:Grantland To:Bryan Dist:.5	\$1,450,000		X	X	X	X	X	X	X	X	X	X
Fresno	FRE500622		Barstow	Unconstructed to 4L	From:Bryan To:Hayes Dist:.5	\$1,450,000		X	X	X	X	X	X	X	X	X	X
Fresno	FRE500626		Barstow	3 LU to 5 LU with bike lanes and sidewalks, curb & gutter	From:Maroa To:Blackstone Dist:.5	\$1,500,000									X	X	X
Fresno	FRE500627		Barstow	2 LU to 5 LU with bike lanes and sidewalks,curb & gutter	From:Chestnut To:Willow Dist:.5	\$1,500,000									X	X	X
Fresno	FRE501742		Barstow	3 LU to 5 LU with bike lanes and sidewalk	From:Veterans To:Island Waterpark Dist:0.5	\$1,500,000						X	X	X	X	X	X
Clovis	FRE500629		Behymer	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Willow To:Minnewawa Dist:1	\$8,800,000			X	X	X	X	X	X	X	X	X
Clovis	FRE500630		Behymer	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Minnewawa To:Sunnyside Dist:1.0	\$8,800,000			X	X	X	X	X	X	X	X	X
Fresno	FRE500628		Behymer	3 LD to 4 LD with sidewalks, bike lanes,curb & gutter	From:Maple To:Chestnut Dist:.5	\$620,000					X	X	X	X	X	X	X
Fresno	FRE501743		Behymer	3 LD to 4 LD with bike lanes, curb, gutter & sidewalks	From:Chestnut To:Willow Dist:0.4	\$1,240,000						X	X	X	X	X	X
Fresno	FRE500631		Belmont	3 LD to 4 LD (add WB Lane), bike lane, gutter, curb and sidewalk	From:Clovis To:Armstrong Dist:1.5	\$4,650,000									X	X	X
Fresno	FRE500632		Belmont	3 LD to 4 LD (add WB lane), bike lane and sidewalks	From:Fowler To:Armstrong Dist:.5	\$900,000					X	X	X	X	X	X	X

Regionally Significant Project Listing

Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)								
			Facility Name/Route	Type of Improvement	Project Limits		2020	2021	2023	2024	2026	2029	2031	2037	2042
Clovis	FRE500651		Bullard	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, and Bridge at Enterprise Canal, Traffic Signal at Bullard and DeWolf	From:DeWolf To:Leonard Dist:~.5	\$5,000,000	X	X	X	X	X	X	X	X	X
Clovis	FRE500652		Bullard	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Bullard and Leonard	From:Leonard To:Highland Dist:~.5	\$5,400,000					X	X	X	X	X
Fresno	FRE500455		Bullard	4 LU to 2 LD	From:Fruit To:Palm Dist:~.5	\$2,000,000							X	X	X
Fresno	FRE500576		Bullard	5 LD to 6 LD with bike lanes and sidewalks,curb & gutter	From:Blackstone To:Fresno Dist:~.5	\$2,050,000								X	X
Fresno	FRE500647		Bullard	2LU to 5 LU with bike lanes and sidewalks, curb & gutter	From:Grantland To:Bryan Dist:~.5	\$1,500,000		X	X	X	X	X	X	X	X
Fresno	FRE501715		Bullard	Extension of Bullard Avenue to Veterans Boulevard; 2 lane divided Bullard Avenue, asphalt concrete curb, concrete median island, storm drain, sewer main, water and recycled water mains,and traffic signal	From: Bullard Ave. north of Carnegie Ave. to Veterans Blvd.	\$5,117,000	X	X	X	X	X	X	X	X	X
Fresno	FRE501746		Bullard	2 LU to 5 LU with bike lanes and sidewalk	From:Figarden To:Brawley Dist:0.2	\$600,000					X	X	X	X	X
Fresno	FRE500512		Bullard Diagonal	Unconstructed to 4 LD with bike lanes, sidewalks,curb & gutter	From:Carnegie To:Veterans Dist:~.6	\$1,860,000			X	X	X	X	X	X	X
Reedley	FRE500764		Buttonwillow	Roadway widening - 2 to 4 lanes	Manning to Parlier	\$2,400,000					X	X	X	X	X
Reedley	FRE500764		Buttonwillow	Roadway widening - 2 to 4 lanes	Huntsman to Dinuba	\$2,190,000					X	X	X	X	X
Fresno	FRE111343		California	Widen from 2 lane undivided to 4 lane divided arterial(Measure C Project H2 in the Urban Regional Program)	Fruite to Ventura	\$9,384,000						X	X	X	X
Fresno	FRE500487		California	Unconstructed to 4 LU with bike lanes, sidewalks, curb and gutter	From:Fowler To:Armstrong Dist:~.5	\$1,450,000							X	X	X
Fresno	FRE500657		California	Unconstructed to 4 LD with bike lanes and sidewalks, curb and gutter	From:Armstrong To:Temperance Dist:~.25	\$775,000							X	X	X
Fresno	FRE501747		California	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter and Class I trail	From: Fruit to Elm Dist: 1	\$3,100,000					X	X	X	X	X
Fresno	FRE501748		California	2 LU to 4LU with bike lanes, sidewalks, curb and gutter	From: Clovis to Preuss Dist: .12	\$492,000					X	X	X	X	X
Kerman	FRE501789		California	Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Modoc to 0.25 Mile East	\$1,300,000					X	X	X	X	X

Regionally Significant Project Listing

Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Description				Estimated Cost	Conformity Analysis Year (project open to traffic)								
			Facility Name/Route	Type of Improvement	Project Limits	2020		2021	2023	2024	2026	2029	2031	2037	2042	
Sanger	FRE501805		California	Construct California Ave bridge over Fowler Switch Canal	California Avenue at Fowler Switch Canal (w/o Academy)	\$10,000,000					X	X	X	X	X	
Fresno	FRE500664		Cedar	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter	From:Belmont To:Turner Dist:.12	\$492,000							X	X	X	
Fresno	FRE501749		Cedar	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter	From:Tulare To:Belmont Dist:0.25	\$1,025,000					X	X	X	X	X	
Fresno	FRE190015		Central	Central Ave from Cedar Ave to Orange Ave; Widen roadway from 2 lanes to 3 lanes, curb, gutter, curb ramps, and northside sidewalk	Cedar to Orange	\$3,340,000			X	X	X	X	X	X	X	
Fresno	FRE501493		Central	2 LU to 3 LU with bike lanes, sidewalks, curb and gutter	From: Cedar To: Maple	\$2,000,000					X	X	X	X	X	
Fresno County	FRE500473		Central	2 LU to 4 LD	Golden State Boulevard to Willow Avenue	\$1,577,000							X	X	X	
Fresno County	FRE500585		Central	2 LU to 4 LD	Willow Avenue to Clovis Avenue	\$4,731,000							X	X	X	
Fresno County	FRE500667		Central	2 LU to 4 LD	SR 99 SB off-ramp to Golden State Blvd.	\$356,000							X	X	X	
Fresno	FRE500577		Chestnut	3 LU to 5 LU with bike lanes, gutter, curb and sidewalks	From:Barstow To:Bullard Dist:.5	\$1,500,000							X	X	X	
Fresno	FRE500670		Chestnut	3 LU to 4 LU with bike lanes, sidewalks, curb and gutter	From:International To:Copper Dist: 0.5	\$1,550,000				X	X	X	X	X	X	
Fresno	FRE501750		Chestnut	2 LU to 4 LU with bike lanes curb, gutter and sidewalks	From: Behymer To: International Dist: 0.5	\$1,450,000			X	X	X	X	X	X	X	
Fresno	FRE501751		Chestnut	3 LD to 4 LD with bike lanes, curb, gutter and sidewalks	From:Herndon To: Shepherd Dist: 2	\$12,300					X	X	X	X	X	
Fresno County	FRE500456		Chestnut	2 LU to 4 LD	American Avenue to SR 99	\$3,154,000							X	X	X	
Fresno	FRE500671		Church	3 LD to 4 LD with bike lanes and sidewalks, curb and gutter	From:Sunnyside To:Fowler Dist: 5	\$1,550,000				X	X	X	X	X	X	
Fresno	FRE501752		Church	2LU to 4 LU with bike lanes, sidewalks, curb and gutter	From: Maple To: Willow Dist: 1	\$2,900,000					X	X	X	X	X	
Kerman	FRE501790		Church	Construct 2 LD Collector, Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Modoc to Siskiyou	\$2,600,000									X	
Kerman	FRE501791		Church	Construct 2 LU Collector, Curb and Gutter, Streetlights	Madera to Vineland	\$2,300,000					X	X	X	X	X	
Fresno	FRE500586		Clinton	2 LU to 4LU with bike lanes, gutter, curb and sidewalks	From:Clovis To:Fowler Dist:1	\$2,900,000							X	X	X	
Fresno	FRE500675		Clinton	2 LU to 5 LU with bike lanes, gutter, curb and sidewalks	From:Brawley To:Marks Dist:1	\$3,000,000							X	X	X	
Fresno	FRE500676		Clinton	2 LU to 5 LU with bike lanes, gutter, curb and sidewalks	From:Polk To:Blythe Ave Dist:1	\$3,000,000							X	X	X	
Fresno	FRE500677		Clinton	2 LU to 4 LU with bike lanes, gutter, curb and sidewalks	From:Fowler To:Locan Dist:1.5	\$4,350,000							X	X	X	
Clovis	FRE500680		Clovis	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Nees	From:Nees To:Teague Dist:.5	\$2,000,000			X	X	X	X	X	X	X	

Regionally Significant Project Listing

Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Description Type of Improvement	Project Limits	Estimated Cost	Conformity Analysis Year (project open to traffic)								
							2020	2021	2023	2024	2026	2029	2031	2037	2042
Clovis	FRE500681		Clovis	Construct new 6L Divided Arterial, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Perrin	From:Behymer To:Shepherd Dist:1.0	\$11,000,000	X	X	X	X	X	X	X	X	X
Clovis	FRE500682		Clovis	Unconstructed to 6 LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal	From:Behymer To:Copper Dist:1	\$13,000,000					X	X	X	X	X
Clovis	FRE500687		Copper	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Willow To:Sunnyside Dist:2.0	\$30,000,000						X	X	X	X
Fresno	FRE500684		Copper	2 LU to 4 LD with bikelane, sidewalk, curb & gutter	From:Chestnut To:Willow Dist: .5	\$1,550,000		X	X	X	X	X	X	X	X
Fresno	FRE500685		Copper	3 LD to 4 LD with bike lane, sidewalk, curb & gutter	From:Maple To:Chestnut Dist:.5	\$930,000					X	X	X	X	X
Fresno	FRE500686		Copper	3 LD to 4 LD with bike lane, sidewalk, curb & gutter	From:Cedar To:Chestnut Dist:1	\$4,100,000							X	X	X
Clovis	FRE500488		Dakota	Unconstructed to 3 LU (2WLTL), Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Leonard To:Highland Dist:.5	\$5,000,000	X	X	X	X	X	X	X	X	X
Fresno	FRE501753		Dakota	Undeveloped to 3 LU with bike lanes, gutter, curb and sidewalk	From:Grantland To:Hayes Dist:1.0	\$2,000,000						X	X	X	X
Fresno	FRE500692		Dante	2 LU to 4 LU with bike lanes and sidewalks	From:Bullard To:Cornelia Dist: .4	\$1,640,000					X	X	X	X	X
Fresno	FRE500693		Dante	Unconstructed to 3 LU with bike lanes, sidewalks, curb & gutter	From:Cornelia To:Salinas Dist:.3	\$600,000					X	X	X	X	X
Kerman	FRE501792		Del Norte	Construct 2 LU Collector, Curb and Gutter, Streetlights	Church to UPRR	\$2,300,000						X	X	X	X
Clovis	FRE500579		DeWolf	2LU to 4LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Shaw To:Barstow Dist:.5	\$4,500,000	X	X	X	X	X	X	X	X	X
Clovis	FRE500695		DeWolf	2LU to 4LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Ashlan To:Gettysburg Dist:.5	\$4,500,000	X	X	X	X	X	X	X	X	X
Clovis	FRE500697		DeWolf	2LU to 4LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Barstow To:Bullard Dist:.5	\$4,500,000	X	X	X	X	X	X	X	X	X
Clovis	FRE500698		DeWolf	2LU to 3LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Gould Canal	From:Gould Canal To:Ashlan Dist:.25	\$2,500,000			X	X	X	X	X	X	X

Regionally Significant Project Listing

Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)								
			Facility Name/Route	Type of Improvement	Project Limits		2020	2021	2023	2024	2026	2029	2031	2037	2042
Clovis	FRE500699		DeWolf	2LU to 4LU, w/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter and Fiber Optics, Traffic Signal at DeWolf and Loma Vista	From:Gettysburg To:Shaw Dist:.5	\$5,000,000	X	X	X	X	X	X	X	X	X
Clovis	FRE500954		DeWolf	2LD to 2LD, Bike Lanes, Sidewalks, Street Lights	Intersection From:Teague To:Nees Dist:.5	\$200,000	X	X	X	X	X	X	X	X	X
Reedley	FRE500700		Dinuba	Dinuba Ave Widening Phase 1 - Minor roadway widening & reconstruction	From: Fisher To: Hemlock Ave	\$1,200,000			X	X	X	X	X	X	X
Selma	FRE500866		Dinuba	In Selma, on Dinuba Avenue from Golden State to Mitchell Avenue, widening of Dinuba Avenue on the north side of the roadway to full width including curb and gutter, sidewalks, curb returns, and a dedicated right turn at Golden State. Project will provide pedestrian walkways on the north side of the street and mitigate congestion at Golden State by providing for dedicated queuing of traffic headed northbound on Golden State.	Dinuba Avenue- From: Golden State To: Mitchell	\$1,300,000					X	X	X	X	X
Fresno	FRE501754		El Paso	3 LU to 5 LU with sidewalk	From:Ingram To:Blackstone Dist:0.6	\$1,800,000					X	X	X	X	X
Fresno	FRE500711		Fancher Creek	Unconstructed to 2 LD	From:Renn To:Fowler Dist:.15	\$232,500		X	X	X	X	X	X	X	X
Fresno	FRE500712		Fancher Creek	Unconstructed to 3 LU including bike lanes, sidewalks and bridge at Fancher Creek FID Crossing	From:Fowler To:Armstrong Dist:.8	\$1,600,000							X	X	X
Clovis	FRE500708		Fowler	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal	From:Nees To:(Shepherd) Enterprise Bridge Dist:1	\$10,000,000	X	X	X	X	X	X	X	X	X
Fresno	FRE500709		Fowler	2 LU to 4 LD with bike lanes, sidewalks, curb and gutter	From:Jensen To:Hamilton Dist:1.25	\$3,875,000							X	X	X
Fresno	FRE500710		Fowler	2 LU to 4 LD with bike lanes, sidewalks	From:Belmont To:Gould Canal Dist:3	\$9,300,000							X	X	X
Reedley	FRE500713		Frankwood	Roadway widening - 2 to 4 lanes	I Street to Floral Avenue	\$4,500,000				X	X	X	X	X	X
Fresno	FRE500715		Friant	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter	From:Shepherd To:Copper Dist:2.4	\$9,840,000							X	X	X
Fresno	FRE500718		G Street	Construct 4-lane facility on new alignment	From:Divisidero To:Belmont Dist:.6	\$1,860,000							X	X	X
Fresno	FRE500719		Garfield	2 LU to 3LU with bike lanes, sidewalks, curb, gutter	From:Shields To:Herndon Dist:4	\$11,600,000							X	X	X
Clovis	FRE500563		Gettysburg	2LU to 4LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Armstrong To:600 feet east Dist:.1	\$500,000			X	X	X	X	X	X	X

Regionally Significant Project Listing

Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Description Type of Improvement	Project Limits	Estimated Cost	Conformity Analysis Year (project open to traffic)									
							2020	2021	2023	2024	2026	2029	2031	2037	2042	
Clovis	FRE500587		Gettysburg	Unconstructed to 4LU w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Highland To:Thompson Dist:.5	\$5,500,000						X	X	X	X	X
Clovis	FRE500721		Gettysburg	2LU to 4LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signals at Gettysburg and DeWolf & Leonard	From:Dewolf To:Leonard Dist:.5	\$3,500,000			X	X	X	X	X	X	X	X
Clovis	FRE500722		Gettysburg	Unconstructed to 4LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Dog Creek	From:Leonard To:Highland Dist:.5	\$5,100,000	X	X	X	X	X	X	X	X	X	X
Fresno	FRE500580		Gettysburg	Unconstructed to 3 LU with bike lanes, sidewalks, curb & gutter	From:Grantland To:Hayes Dist:1	\$2,000,000								X	X	X
Fresno	FRE500720		Gettysburg	Unconstructed to 3 LU with bike lanes, sidewalks west of Hayes; and 4 LU with bike lanes, sidewalks from Hayes to Polk	From:Grantland To:Polk Dist:1.5	\$3,000,000								X	X	X
Fresno	FRE500723		Gettysburg	Unconstructed to 3 LU with bike lanes, sidewalks, curb & gutter	From:Polk To:Cornelia Dist:.5	\$1,000,000								X	X	X
Fresno	FRE500724		Golden State	2 LU to 4 LU with sidewalks and bike lanes	From:Shaw To:Ashlan Dist:1.3	\$3,770,000								X	X	X
Fresno	FRE500725		Golden State	2 LU to 4 LU with bike lanes and sidewalks	From:Veterans To:Shaw Dist:1.8	\$5,220,000								X	X	X
Fresno	FRE500726		Golden State	2 LU to 4 LU with sidewalks and bike lanes	From:Herndon To:Veterans Dist:1	\$2,900,000								X	X	X
Fresno	FRE500564		Grantland	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter, trail	From:Ashlan To:Holland Dist:.25	\$1,600,000					X	X	X	X	X	X
Fresno	FRE500727		Grantland	2 LU to 6 LD with bike lanes, sidewalks, curb, gutter, trail	From:Shields To:Ashlan Dist:1	\$3,500,000								X	X	X
Fresno	FRE500728		Grantland	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail	From:Belmont To:Shields Dist:2	\$4,300,000									X	X
Fresno	FRE500729		Grantland	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail	From:Shaw To:Parkway Dist:1.5	\$5,550,000								X	X	X
Fresno	FRE500730		Grantland	2 LU to 4 LU with bike lanes, sidewalks, curb, gutter, trail	From:Gettysburg To:Shaw:.5	\$2,040,000								X	X	X
Fresno	FRE500732		Hayes	Unconstructed to 4 LU with bike lanes, sidewalks, curb, gutter	From:Shaw To:Barstow Dist:.5	\$1,450,000								X	X	X
Fresno	FRE500733		Hayes	2 LU to 4 LU with bike lanes, sidewalks, curb, gutter	From:Veterans Blvd To:Spruce Dist:.6	\$2,460,000								X	X	X

Regionally Significant Project Listing

Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Description				Estimated Cost	Conformity Analysis Year (project open to traffic)								
			Facility Name/Route	Type of Improvement	Project Limits	2020		2021	2023	2024	2026	2029	2031	2037	2042	
Fresno	FRE501755		Herndon	2 LD to 6 LD with trail and sidewalk	From:Riverside To:Hayes Dist:0.5	\$2,050,000							X	X	X	X
Fresno	FRE501756		Herndon	3 LU to 4 LD with bike lane, trail and sidewalk	From:Parkway To:Golden State Dist:0.2	\$620,000							X	X	X	X
Fresno	FRE501757		Herndon	5 LD to 6 LD with sidewalk	From:Hayest To:Spruce Dist:0.6	\$2,460,000							X	X	X	X
Clovis	FRE500742		Highland	Unconstructed to 2L, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Gettysburg To:Shaw Dist:.5	\$5,500,000						X	X	X	X	X
Clovis	FRE500743		Highland	2LU to 3LU, w/2WLTL, Sidewalks, Bike Lanes, Street Light, Curb and Gutter, Fiber Optics	From:Dakota To:Ashlan Dist:.5	\$5,500,000						X	X	X	X	X
Kerman	FRE501793		Howard	Widen 2 LU to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	California to Whitesbridge	\$5,600,000										
Fresno	FRE500744		Hughes	Unconstructed to 3 LU with bike lanes, sidewalks, curb, gutter	From: North To:Church Dist:1.5	\$3,000,000									X	X
Clovis	FRE500748		International	Unconstructed to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Willow To:Minnewawa Dist:1.0	\$8,000,000								X	X	X
Clovis	FRE501721		International	Unconstructed to 2LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Minnewawa To:Clovis Dist:0.25	\$1,700,000								X	X	X
Clovis	FRE501722		International	Unconstructed to 2LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Clovis To:Marion Dist:0.5	\$3,400,000								X	X	X
Fresno	FRE501758		International	4 LU to 5LU with bike lanes and sidewalks, curb & gutter	From:Maple To:Chestnut Dist:0.1	\$300,000							X	X	X	X
Fresno County	FRE501738		Jayne	2 LU to 4 LD	Glenn Avenue to Interstate 5	\$304,000									X	X
Fresno	FRE501759		Jeanne	3 LU to 5 LU with bike lanes and sidewalk	From:Cornelia To:Ellery Dist:0.5	\$1,500,000							X	X	X	X
Fresno	FRE500749		Jensen	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail	From:Fruit To:Martin Luther King Blvd Dist:1	\$3,700,000								X	X	X
Fresno	FRE500750		Jensen	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter, trail	From:Orange To:Clovis Dist:3.5	\$16,450,000									X	X
Fresno	FRE500751		Jensen	4 LD to 6 LD with Class 1 bike path/trail	From:Clovis To:Temperance Dist:2	\$9,400,000								X	X	X
Fresno	FRE500752		Jensen	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail	From:Marks To:Fruit Dist:1.5	\$5,550,000								X	X	X
Kingsburg	FRE500367		Kamm	Kamm Avenue-Golden State Blvd to 10th Ave: 2 LU to 4 LU	From:Golden State Blvd To:10th Ave Dist:1	\$1,250,000						X	X	X	X	X

Regionally Significant Project Listing

Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)								
			Facility Name/Route	Type of Improvement	Project Limits		2020	2021	2023	2024	2026	2029	2031	2037	2042
Kingsburg	FRE500753		Kamm	Kamm Avenue-10th Ave. (Academy) to Madsen: 2 LU to 4 LU	From:10th Ave. (Academy) To:Madsen Dist:1	\$850,000					X	X	X	X	X
Kingsburg	FRE500461		Kern	In Kingsburg Widen Kern-Rafer Johnson Drive to 10th from 2 to 4 lanes	From:Rafer Johnson Drive To:10th Dist:N/A	\$500,000							X	X	X
Fresno	FRE500370		Kings Canyon	2 LU to 4 LD	From:Chestnut To:Fowler Dist:3	\$9,300,000		X	X	X	X	X	X	X	X
Fresno	FRE500371		Kings Canyon	2 LU to 4 LD with bike lanes, sidewalks	From:Armstrong To:Temperance Dist:1	\$3,100,000							X	X	X
Clovis	FRE500373		Leonard	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal, Traffic Signal at Leonard and Shaw	From:Shaw To:Bullard Dist:1.0	\$11,000,000	X	X	X	X	X	X	X	X	X
Clovis	FRE500375		Leonard	3LD to 4LD, North 300 feet is 2LU Bottleneck, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Ashlan To:Gettysburg Dist:.5	\$2,500,000			X	X	X	X	X	X	X
Clovis	FRE500376		Leonard	Unconstructed to 4LD	From:1.0 m N of Shaw (Bullard) To:Tollhouse Dist:1.8	\$30,000,000							X	X	X
Clovis	FRE500479		Locan	2LU to 3LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Gould Canal	From:Gould Canal To:Holland Dist:.7	\$6,000,000			X	X	X	X	X	X	X
Clovis	FRE500565		Locan	2LU to 2LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Bullard To:Herndon Dist:1	\$6,300,000					X	X	X	X	X
Clovis	FRE500588		Locan	2LU to 3LU w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Shaw To:Barstow Dist:.5	\$5,000,000			X	X	X	X	X	X	X
Clovis	FRE500953		Locan	2LU to 2LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Intersection From:Shaw To:Alamos Dist:.2	\$900,000			X	X	X	X	X	X	X
Kerman	FRE501794		Madera	Widen 2 LU to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	0.12 Mile N/O Whitesbridge to 0.25 N/O Nielsen	\$5,040,000					X	X	X	X	X
Kerman	FRE501795		Madera	Widen 2 LU to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Church to 0.25 Mile S/O Jensen	\$6,000,000								X	X
Kingsburg	FRE500994		Madsen	In Kingsburg on Madsen Avenue from Kamm Ave to Sierra Street - Widen from 2L to 4L	From:Kamm To:Sierra Dist:1.0	\$1,500,000							X	X	X
Fresno County	FRE500381		Manning	2 LU to 4 LD	Buttonwillow Avenue to Alta Avenue	\$11,038,000							X	X	X

Regionally Significant Project Listing

Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)										
			Facility Name/Route	Type of Improvement	Project Limits		2020	2021	2023	2024	2026	2029	2031	2037	2042		
Fresno County	FRE500511		Manning	2 LU to 4 LD	Alta Avenue to Hill Avenue	\$8,569,000										X	X
Reedley	FRE500761		Manning	Roadway widening - 2 to 4 lanes	Buttonwillow to Englehart	\$3,500,000										X	X
Fresno	FRE500386		Maple	2 LU to 4 LD with sidewalks and bike lanes, curb, gutter	From:International To:Copper Dist:.5	\$1,550,000										X	X
Clovis	FRE501723		MARION	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:SHEPHERD TO:PERRIN DIST:0.5	\$2,800,000	X	X	X	X	X	X	X	X	X	X	X
Clovis	FRE501724		MARION	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:PERRIN TO: BEHYMER DIST:0.5	\$3,000,000						X	X	X	X	X	X
Clovis	FRE501725		MARION	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:BEHYMER TO:INTERNATIONAL DIST:0.5	\$3,300,000									X	X	X
Fresno	FRE500388		Marks	2 LU to 4 LD with sidewalks, curb, gutter	From:Weber To:Dakota Dist:.5	\$1,550,000									X	X	X
Fresno	FRE500389		Marks	2 LU to 4 LD with sidewalks and bike lanes, curb, gutter	From:McKinley To:Parkway Dist:1	\$3,100,000									X	X	X
Fresno	FRE500390		Marks	2 LU to 4 LD with bike lanes and sidewalks, curb, gutter	From:Neilsen To:McKinley Dist:1.5	\$4,650,000									X	X	X
Fresno	FRE500391		Marks	2 LU to 4 LD with sidewalks and bike lanes, curb, gutter	From:Jensen To:Whitesbridge Dist:2	\$6,200,000									X	X	X
Fresno	FRE501760		Marks	2 LU to 4 LD with sidewalks and bike lanes, curb, gutter	From:Bullard To:Sierra Dist:0.5	\$1,550,000						X	X	X	X	X	X
Fresno	FRE501761		Marks	2 LU to 4 LD with sidewalks and bike lanes, curb, gutter	From:Sierra T:Herndon Dist:0.5	\$1,550,000						X	X	X	X	X	X
Fresno	FRE501762		Marty	2 LD to 4 LD with bike lanes, gutter, curb, sidewalks	From:Weber To:Ashlan Dist:0.5	\$1,550,000						X	X	X	X	X	X
Clovis	FRE500393		McCall	2LU to 6LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Griffith To:Shaw Dist:1.4	\$20,000,000									X	X	X
Clovis	FRE500394		McCall	2LU to 6LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Bullard To:Herndon Dist:1	\$15,000,000									X	X	X
Clovis	FRE500395		McCall	2LU to 6LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise	From:Shaw To:Bullard Dist:1	\$15,000,000									X	X	X
Clovis	FRE500396		McCall	Unconstructed to 6 LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Herndon To:Shepherd Dist:2.2	\$35,000,000										X	X
Fresno	FRE190001		McKinley	Widening, asphalt overlay and installation of curb, gutter, ramps, signal loop detectors, sidewalks, streetlights, HAWK, signage and striping.	Hughes Ave to Marks Ave	\$4,371,000			X	X	X	X	X	X	X	X	X
Fresno	FRE500398		McKinley	Unconstructed to 3 LU with bike lanes, sidewalks	From:Sunnyside To:Fowler Dist:.75	\$1,500,000									X	X	X

Regionally Significant Project Listing

Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)									
			Facility Name/Route	Type of Improvement	Project Limits		2020	2021	2023	2024	2026	2029	2031	2037	2042	
Clovis	FRE170003		Nees	On Nees Ave from Minnewawa to Clovis Ave; road widening and reconstruction, installation of curbs, gutters, returns, bicycle lanes, sidewalk, adjusting existing utilities, modifying existing traffic signal signalization, installing traffic striping, markings and signage, and street lights.	Minnewawa to Clovis Ave	\$1,961,000	X	X	X	X	X	X	X	X	X	X
Clovis	FRE500407		Nees	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic	From:Temperance To:Locan Dist:.5	\$4,500,000	X	X	X	X	X	X	X	X	X	X
Clovis	FRE500408		Nees	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic, Traffic Signal at Nees and Armstrong	From:Armstrong To:Temperance Dist:.50	\$5,000,000			X	X	X	X	X	X	X	X
Clovis	FRE500410		Nees	2LU to 4LD Complete incomplete portions, Traffic Signal at Nees and Sunnyside	From:Clovis To:Fowler Dist:.50	\$5,000,000			X	X	X	X	X	X	X	X
Clovis	FRE500411		Nees	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Minnewawa To:Clovis Dist:.50	\$4,500,000	X	X	X	X	X	X	X	X	X	X
Clovis	FRE500412		Nees	2LU to 4LD Complete Incomplete Street Portions, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Fowler To:Armstrong Dist:.5	\$5,500,000					X	X	X	X	X	X
Clovis	FRE500413		Nees	Unconstructed to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Locan To:Alluvial Alignment Dist:.50	\$5,000,000			X	X	X	X	X	X	X	X
Fresno	FRE501767		Nees	3 LD to 4 LD with bike lanes and sidewalk	From:Cedar To:Maple Dist:0.1	\$310,000						X	X	X	X	X
Fresno	FRE500414		Neilson	Unconstructed to 3 LU with bike lanes, sidewalks	From:Blythe To:Brawley Dist:.5	\$1,000,000									X	X
Kerman	FRE501797		Nielsen	Construct 2 LD Collector, Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Madera to Sycamore	\$7,800,000										
Fresno	FRE500418		North	2 LU to 5 LU with bike lanes, sidewalks, curb and gutter	From:Cedar To:Chestnut Dist:1	\$3,000,000									X	X
Fresno	FRE500481		North	Reconstruct interchange to widen North Ave to 4 lanes from Orange to Cedar, including signalization and widening of the freeway ramps, bike lanes and sidewalks	From:Orange To:Cedar Dist:.5	\$2,050,000								X	X	X
Fresno	FRE501768		North	2 LU to 4 LU with bike lanes, sidewalks, curb and gutter	From: Elm To: Hwy 41 Dist: .25	\$1,025,000					X	X	X	X	X	X
Fresno	FRE501769		North	2 LU to 4 LU with bike lanes, sidewalks, curb and gutter	From: Chestnut To: Willow Dist: .5	\$2,050,000					X	X	X	X	X	X

Regionally Significant Project Listing

Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)								
			Facility Name/Route	Type of Improvement	Project Limits		2020	2021	2023	2024	2026	2029	2031	2037	2042
Fresno	FRE500642		Riverside	2 LU to 4 LU with sidewalks, bike lanes, curb & gutter	From:Herndon To:Spruce Dist.:3	\$1,230,000					X	X	X	X	X
Fresno	FRE500472		Riverside (Bullard Diag)	2 LD to 4 LD with bike lane and sidewalk, curb & gutter	From:Cresta To:Veterans Dist.:2	\$1,550,000		X	X	X	X	X	X	X	X
Fresno	FRE500646		Riverside (Bullard Diag)	2 L to 4 LD with bike lanes, sidewalks	From:Herndon To:Cresta Dist.:6	\$1,860,000		X	X	X	X	X	X	X	X
Fresno	FRE501774		Roeding	2 LD to 4 LD with bike lanes, sidewalks, curb, gutter	From:Kearney To:Nielsen Dist:0.35	\$1,085,000						X	X	X	X
Fresno	FRE500447		Shaw	4 LD to 6 LD (retrofit)	From:Blythe To:Brawley Dist:0.5	\$2,050,000							X	X	X
Fresno	FRE500482		Shaw	2 LU to 6 LD	From:Veterans Blvd To:Golden State Dist.:8	\$3,280,000							X	X	X
Fresno	FRE500591		Shaw	2 LU to 4 LD with bike lanes, sidewalks	From:Garfield To:Veterans Blvd Dist.:8	\$3,000,000							X	X	X
Fresno	FRE501078		Shaw	2 LU to 4 LD with bike lanes, sidewalks, curb & gutter, traffic signals and synchronization	From:Garfield To:Polk Dist:2	\$6,200,000							X	X	X
Fresno	FRE501775		Shaw	3 LD to 4 LD with bike lanes and sidewalk	From:Polk To:Cornelia Dist:0.5	\$1,550,000						X	X	X	X
Fresno	FRE501776		Shaw	4 LD to 6 LD with bike lanes and sidewalk	From:Cornelia To:Brawley Dist:1.0	\$4,100,000						X	X	X	X
Fresno County	FRE500448		Shaw	2 LU to 4 LD	McCall Avenue to Academy Avenue	\$13,140,000								X	X
Clovis	FRE500492		Shepherd	2LU to 3LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Clovis To:Fowler Dist:1	\$10,000,000	X	X	X	X	X	X	X	X	X
Clovis	FRE500493		Shepherd	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic	From:Tollhouse To:Del Rey Dist:1.5	\$20,000,000							X	X	X
Clovis	FRE500494		Shepherd	3LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd and Peach	From:Willow To:Clovis Dist:1.5	\$14,000,000	X	X	X	X	X	X	X	X	X
Clovis	FRE500496		Shepherd	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd and Locan	From:Temperance To:Dewolf Dist:1	\$10,000,000					X	X	X	X	X
Clovis	FRE500498		Shepherd	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Clovis To:Fowler Dist:1	\$9,000,000	X	X	X	X	X	X	X	X	X
Clovis	FRE500499		Shepherd	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd and Armstrong	From:Fowler To:Armstrong Dist:.5	\$6,000,000					X	X	X	X	X
Clovis	FRE500500		Shepherd	3LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Armstrong To:Temperance Dist:.5	\$5,000,000					X	X	X	X	X
Fresno	FRE500495		Shepherd	2 LD to 4 LD with sidewalks, curb & gutter	From:Chestnut To:Willow Dist:.5	\$930,000						X	X	X	X

Regionally Significant Project Listing

Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)								
			Facility Name/Route	Type of Improvement	Project Limits		2020	2021	2023	2024	2026	2029	2031	2037	2042
Clovis	FRE501733		SYLMAR	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:PERRIN TO: BEHYMER DIST:0.5	\$2,600,000			X	X	X	X	X	X	X
Clovis	FRE501734		Teague	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	From:Marion To:Fowler Dist:0.75	\$8,000,000					X	X	X	X	X
Fresno	FRE501779		Teague	2 LU to 5 LU with bike lanes and sidewalk	From:Cedar To:Maple Dist:0.5	\$1,500,000						X	X	X	X
Fresno	FRE501780		Teague	2 LU to 5 LU with bike lanes and sidewalk	From:Maple To:Chestnut Dist:0.3	\$900,000						X	X	X	X
Fresno	FRE500526		Temperance	2 LU to 6 LD with bike lanes, trail, sidewalks curb and gutter	From:Belmont To:Dakota Dist:2.5	\$11,750,000								X	X
Fresno	FRE500527		Temperance	2 LU to 6 LD with bike lanes, trail, sidewalks curb and gutter	From:Jensen To:Belmont Dist:3	\$14,100,000								X	X
Clovis	FRE500528		Thompson	Unconstructed to 5LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Ashlan To:Shaw Dist:1	\$10,000,000					X	X	X	X	X
Clovis	FRE500468		Tollhouse	2LU to 3LU, W/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Locan To:Shepherd Dist:2.3	\$18,000,000	X	X	X	X	X	X	X	X	X
Huron	FRE500808		Tornado	Tornado Ave from Lassen Ave to Azteca Blvd - Construction of new 2 lane collector street	From:Lassen To:Azteca	\$950,000	X	X	X	X	X	X	X	X	X
Huron	FRE501787		Tornado	Tornado Ave from Azteca Blvd to O St - Construction of new 2 lane collector street	From:Azteca To:O St	\$1,200,000					X	X	X	X	X
Huron	FRE501788		Tornado	Tornado Ave from Lassen Ave to Granada St - Construction of new 2 lane collector street	From:Lassen To:Granada	\$900,000				X	X	X	X	X	X
Fresno	FRE500530		Tulare	Unconstructed to 5 LU with bike lanes, gutter, curb and sidewalks	From:Clovis To:Argyle Dist:.3	\$900,000					X	X	X	X	X
Fresno	FRE500532		Valentine	2 LU to 4LU with bike lanes, sidewalks, curb, gutter	From:Weber To:Ashlan Dist:.3	\$870,000							X	X	X
Fresno	FRE500571		Valentine	2 LU to 4 LU with bike lanes, sidewalks	From:Ashlan To:Gettysburg Dist:.5	\$2,050,000							X	X	X
Fresno	FRE501781		Valentine	Unconstructed to 3LU with bike lanes, sidewalks, curb, gutter	From:Nielsen To:Franklin Dist:0.4	\$800,000						X	X	X	X
Fresno	FRE111312	20300000726	Ventura	Widen to 4 LN Divided Arterial (Measure C Project F in the Urban Regional Program)	SR 41 to SR 99	\$3,427,000						X	X	X	X

Regionally Significant Project Listing

Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Description	Project Limits	Estimated Cost	Conformity Analysis Year (project open to traffic)									
							2020	2021	2023	2024	2026	2029	2031	2037	2042	
Fresno	FRE111328	20300000735	Veterans	Veterans Blvd./SR 99 Interchange; partial cloverleaf interchange with bridges over SR 99, Golden State Blvd., and southbound off-ramp, 6LD Veterans Blvd.	From: Bullard/Riverside to Barstow/Bryan	\$91,169,000			X	X	X	X	X	X	X	X
Fresno	FRE111329	20300000736	Veterans	Phase 1 - Extension of Bullard Ave from 650ft n/o Carnegie Ave to Veterans Blvd; 2LD Phase 2 – Bridge over UPRR & CHSRA tracks at HWY 99; bridge structure with 6 LD Veterans Blvd. 2LD Veterans Blvd from Riverside Dr to new HWY99 bridge Phase 4a - Extension of Veterans Blvd from Bryan/Barstow to Shaw - 4 LD, and transitional street improvements to Shaw Ave.	From: Shaw to Barstow/ Bryan and Bullard/Riverside to Herndon	\$45,940,000		X	X	X	X	X	X	X	X	X
Fresno	FRE190016		Veterans	Phase 4b - Extension of Veterans Blvd from Riverside/Bullard to Herndon - 6 LD, and transitional Herndon Ave street improvements.	Riverside/Bullard to Herndon	\$7,491,000			X	X	X	X	X	X	X	X
Fresno	FRE500535		Veterans	Unconstructed 6 LD bike lanes, gutter, curb, sidewalk, trail	From:Browning To:Bullard Dist:.25	\$1,175,000					X	X	X	X	X	X
Fresno	FRE500537		Veterans	Unconstructed 6 LD bike lanes, gutter, curb, sidewalk, trail	From:Holland To:Barstow Dist:1.3	\$3,240,000							X	X	X	X
Fresno	FRE500562		Veterans	Unconstructed 6 LD bike lanes, gutter, curb sidewalks, trail	From: Bullard To: Riverside Dist: .6	\$2,530,000					X	X	X	X	X	X
Fresno	FRE501782		Veterans	Unconstructed 6 LD bike lanes, gutter, curb, sidewalk, trail	From: Hayes To: Herndon Dist: .7	\$4,520,000					X	X	X	X	X	X
Clovis	FRE500538		Villa	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Herndon Ave To:Fir Dist:.1	\$1,000,000					X	X	X	X	X	X
Clovis	FRE501735		VILLA	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:SHEPHERD TO:PERRIN DIST:0.25	\$1,500,000			X	X	X	X	X	X	X	X
Clovis	FRE501736		VILLA	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:PERRIN TO: BEHYMER DIST:0.25	\$1,500,000			X	X	X	X	X	X	X	X
Fresno	FRE500541		Walnut Connector	Unconstructed to 4 LD with bike lanes and sidewalks	From:Fresno To:Walnut Dist:1.1	\$3,410,000							X	X	X	X
Fresno	FRE500543		Weber	2 LU to 4 LD with bike lanes, gutter, curb, sidewalks	From:Marty To:Clinton Dist:2.1	\$6,510,000							X	X	X	X
Fresno	FRE501783		Weber	2 LU to 4 LD with bike lanes, gutter, curb, sidewalks	From:Brawley To:Marty Dist:0.5	\$1,550,000					X	X	X	X	X	X

Federally-Funded Non-Regionally Significant Project Listing

Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Description		Estimated Cost												
				Type of Improvement	Project Limits		2020	2021	2023	2024	2026	2027	2029	2031	2037	2042		
Clovis	FRE111373	20300000774	N Leonard Ave	Bridge No. 42C0494, N Leonard Ave over Enterprise Canal, 0.16 MI South of Bullard. Replace 2 lane bridge with 4 lane bridge.	Intersection Leonard Avenue to Over Enterprise Canal	\$1,467,000				X	X	X	X	X	X	X	X	X
Clovis	FRE150054		Owens Mountain Parkway	Constructing a new street, asphalt concrete, aggregate base, constructing a box culvert bridge, adjusting manholes & water valves, striping, curb & gutter, and a raised median.	East of Temperance to Enterprise Canal	\$1,403,706	X	X	X	X	X	X	X	X	X	X	X	X
Clovis	FRE150002	20300000868	Peach	Widening, reconstructing and rehabilitation including grinding, new asphalt concrete, aggregate base, and re-striping	Vartikian to Palo Alto	\$226,875	X	X	X	X	X	X	X	X	X	X	X	X
Clovis	FRE170005		Villa- Minnewawa	Road widening reconstruction, installation of curbs, gutters, returns, bicycle lanes, sidewalk, median island, adjustment of existing utilities, installation of landscaping, irrigation, traffic striping, marking and signage, and street lights.	Herndon Ave to Alluvial	\$2,191,000		X	X	X	X	X	X	X	X	X	X	X

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Caltrans	LSTMP496	5	Near Coalinga on Interstate 5 at the Coalinga-Avenal Safety Roadside Rest Area. Repair aging Water and Wastewater Systems.	From: N/A To: N/A Dist: N/A	\$6,361	1.15
Caltrans	LSTMP499	5	Near Mendota on Interstate 5, at Tumej Gulch Bridge No. 42-0246L/R. Replace bridge. (G13 Contingency Project)	From: N/A To: N/A Dist: N/A	\$16,531	1.19
Caltrans	LSTMP685	5	Near Mendota, from north of Three Rocks Rd to south of Panoche Rd; Pavement rehabilitation, repair culverts and upgrade Transportation Management Systems (TMS) field elements.	From: N/A To: N/A Dist: N/A	\$47,710	1.10
Caltrans	LSTMP718	5	Interstate 5 near Los Banos, from Shields Avenue to Merced County line (PM 66.159). Rehabilitate pavement, install Transportation Management System(TMS) elements, and upgrade signs, guardrail, and lighting.	From: Shields Ave To: Merced County Line Dist: 6.10	\$20,750	1.10
Caltrans	LSTMP498	33	Highway 33 in Firebaugh from south of Morris Kyle Drive to Clyde Fannon Drive. Construct continuous accessible pedestrian path to comply with Americans with Disabilities Act (ADA) standards.	From: Morris Kyle Dr To: Clyde Fannon Dr Dist: 1.6	\$4,417	3.02
Caltrans	LSTMP588	33	Hwy 33 in Fresno County, at Colony Main Canal Bridge No. 42-0031, Helm Canal Bridge No. 42-0033 and Poso Canal Bridge NO. 42-0034; also in Kern County on Route 58 at Main Drain Canal Bridge No. 50-0013. Repair erosion, clean and encase piers in concrete.	From: N/A To: N/A Dist: N/A	\$5,845	1.19
Caltrans	LSTMP716	33	Rte 33 in and near Coalinga, from south of Merced Ave to north of Cambridge Ave. Rehabilitate pavement, replace signs, upgrade guardrail and facilities to Americans with Disabilities Act (ADA) standards, and install Transportation Management System (TMS) elements. [Long Lead Project]	From: Merced Ave To: Cambridge Ave Dist: 2.0	\$16,500	1.10
Caltrans	LSTMP717	33	Rte 33 in and near Firebaugh, from Morris Kyle Drive to 0.6 mile north of Clyde Fannon Drive. Rehabilitate roadway, replace signs, install Transportation Management System (TMS) elements, upgrade guardrail, and rehabilitate drainage systems.	From: Morris Kyle To: Clyde Fannon Dist: 2.10	\$19,361	1.10
Caltrans	LSTMP570	41	On SR41 in Fresno at the South Fresno Viaduct No. 42-0226L/R (between Golden State Blvd and past Broadway). Replace failed joint seals and rehabilitate worn bridge decks with polyester concrete overly.	From: Golden State Blvd To: Broadway Dist: N/A	\$9,922	1.10
Caltrans	LSTMP609	41	In and near the city of Fresno, from 0.1 mile south of North Avenue to the Madera County line; also on Route 99 (PM 19.36 to PM 21.9), Route 168 (PM R0.2L/R to PM R9.7), and Route 180 (PM R58.55 to PM R59.85). Replace and upgrade existing communication elements for the Traffic Management System (TMS).	From: N/A To: N/A Dist: N/A	\$20,424	1.07
Caltrans	LSTMP625	41	Highway 41 near Fresno, from the northbound Ashlan Ave onramp to the northbound Shaw Av offramp; Construct northbound auxiliary lane and add an additional lane to the Shaw Avenue offramp.	From: Ashlan To: Shaw Dist: .70	\$22,957	1.07
Caltrans	LSTMP626	41	On SR41 in the city of Fresno, from 0.1 mile south of Jensen Ave Overcrossing to Alluvial Ave Undercrossing; Replace irrigation system with a water efficient system.	From: Jensen Ave To: Alluvial Ave Dist: 10	\$2,590	4.09
Caltrans	LSTMP650	41	Highway 41 in Fresno, at the westbound 180 connector ramp; install concrete barrier.	From: 41 To: 180 connector ramp Dist: N/A	\$865	1.09
Caltrans	LSTMP684	41	Near Easton, from Elkhorn Ave to North Ave; Construct rumble strips.	From: N/A To: N/A Dist: N/A	\$2,930	1.11
Caltrans	LSTMP708	41	On SR 41 near Camden, from 0.2 mile south to 0.2 miles north of Mount Whitney Ave; Construct roundabout.	From: .2 m s/o Mount Whitney To: .2 m n/o Mount Whitney Dist: .4	\$13,750	1.07
Caltrans	LSTMP709	41	On SR 41 near Wildflower, from 0.3 mile south to 1.0 mile north of East Elkhorn Ave; Construct roundabout	From: .3 m s/o Elkhorn To: .3 m n/o Elkhorn Dist: N/A	\$13,600	1.07
Caltrans	LSTMP713	41	SR 41 in the city of Fresno, from Ventura Ave Viaduct to Friant Rd; Construct Maintenance Vehicle Pullouts (MVPs), access gates, relocate irrigation facilities, and pave beyond gore	From: Ventura Ave Viaduct To: Friant Rd Dist: 8.6	\$10,776	1.20
Caltrans	LSTMP593	43	Highway 43 near Selma, from Kings County Line to East Mountain View Avenue. Construct rumble strips and update pavement delineation.	From: Kings County Line To: E. Mountain View Dist: 7.3	\$2,000	1.11
Caltrans	LSTMP497	99	Highway 99 Near Fresno, from the Tulare line to American Ave; also in Tulare County, from 0.9 mile north of Kings River Bridge to Fresno County line. Pave gore and miscellaneous areas, construct maintenance vehicle pull outs and repair irrigation systems.	From: American Ave To: N of Tulare Kings River Bridge Dist: 15.24	\$4,653	1.10

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Caltrans	LSTMP502	99	Highway 99 in and near Kingsburg, from Route 201 to south of Second Street. Roadway rehabilitation.	From: Route 201 To: Second St Dist: N/A	\$47,342	1.10
Caltrans	LSTMP594	99	Highway 99 in and near Selma and Fowler, from 0.1 south of Rose Avenue Undercrossing to Merced Street Undercrossing. Replace pavement with Continuous Reinforced Concrete Pavement (CRCP). Update curb ramps to meet current ADA standards.	From: Rose To: Merced Dist: 32.4	\$99,925	1.10
Caltrans	LSTMP630	99	On Hwy 99 in Fresno County, in and near Fresno, from 0.4 mile south of American Avenue to 0.4 mile north of North Avenue. Environmental engineering for Modifying interchanges. [PPNO6288 combines PA&ED for 3 interchange projects including FRE111355 (CTIPS 20300000756) and FRE111352 (CTIPS 20300000752)]	From: American To: North Dist: N/A	\$3,000	4.05
Caltrans	LSTMP665	99	On Highway 99 in the City of Fresno, from south of El Dorado St to Clinton Ave. Rehabilitate roadway, repair or replace culverts, construct pumping plants, and remove or replace bridges. (Long Lead Project)	From: El Dorado To: Clinton Dist: 3.2	\$367,300	1.10
Caltrans	LSTMP692	99	In Fresno, at the Route 99/180 Intersection; Install concrete guardrail.	From: Hwy 99 To: Hwy 180 Dist: N/A	\$1,758	1.09
Caltrans	LSTMP714	99	On Hwy 99 in the city of Fresno, from north of Jensen Ave to north of Stanislaus St Overcrossing; also on Routes 41, 168, and 180 at various locations. Upgrade existing irrigation system to use recycled water.	From: Jensen To: Stanislaus Dist: 2.1	\$16,921	4.09
Caltrans	LSTMP652	145	SR 145 Near Helm, from Kamm Ave to Manning Ave. Pavement rehabilitation.	From: Kamm Ave To: Manning Ave Dist: 5.9	\$10,750	1.10
Caltrans	LSTMP686	145	Hwy 145 near Kerman, from Rte 5 to Church Ave; Construct centerline and shoulder rumble strips.	From: Route 5 To: Church Ave Dist: N/A	\$5,780	1.11
Caltrans	LSTMP586	168	Hwy 168 in Fresno County, between Shepherd Avenue and Lockwood Lane and Lodge Road Park and Ride and Tollhouse/Auberry Roads. Construct centerline rumble strip.	From: N/A To: N/A Dist: N/A	\$2,003	1.11
Caltrans	LSTMP608	168	Near Prather, from Sample Road to Oak Creek Road. Upgrade barrier railing, cold plane pavement, place Hot Mix Asphalt (HMA) and Rubberized Hot Mix Asphalt concrete	From: Sample Rd To: Oak Creek Rd Dist: 14.6	\$12,026	1.10
Caltrans	LSTMP629	168	In Fresno and Clovis, at various locations between Route 180/168 Separation and Shepherd Ave: Replace black potable water irrigation valves with purple scrubber valves for recycled irrigation water.	From: 180 To: Shepherd Dist: N/A	\$2,349	4.09
Caltrans	LSTMP694	168	Highway 168 near Shaver Lake, from 0.4 mile west to 0.2 mile west of Huntington Lake Road. Repair slipout.	From: 0.4m w/o Huntington Lake Rd To: 0.2m w/o Huntington Lake Rd Dist: .2	\$1,330	1.12
Caltrans	LSTMP715	168	Hwy 168 in and near Clovis, from Fowler Ave to east of Warbler Lane near Shaver Lake (PM R8.28/45.8) at various locations. Rehabilitate drainage systems. [Long Lead Project]	From: Fowler Ave To: Warbler Ln Dist: 37.5	\$28,170	1.10
Caltrans	FRE130063	180	In and near the City of Fresno from 0.2 mile west of Brawley Avenue to 0.2 mile East Teilman Avenue; highway planting. (Measure C Project B3 in the Urban Regional Program)	From: Brawley To: Teilman Dist: 2.60	\$6,445	4.09
Caltrans	LSTMP500	180	On Highway 180 near Squaw Valley, at Mill Creek Bridge No. 42-0080; also near Cedar Grove at South Fork Kings River Bridge No. 42-0024 PM 130.1. Bridge Rail Upgrade.	From: N/A To: N/A Dist: N/A	\$5,384	1.09
Caltrans	LSTMP672	180	Near Kings Canyon National Park, from 19.6 miles east of Route 198 to 20.9 miles east of Hume Lake Road; import fill to stabilize the slope, place RSP with concrete slurry, and repair the roadway.	From: 19.6 m e/o Rt. 198 To: 20.9 m. e/o Hume Lake Rd Dist: 7.6	\$2,295	1.12
Caltrans	LSTMP693	180	On Hwy 180 near Rolinda, from 0.3 mile west to 0.3 mile east of Dickenson Ave; Construct roundabout	From: .3 m w/o Dickenson To: .3 m e/o Dickenson Dist: .7	\$12,080	1.07
Caltrans	LSTMP744	180	On Hwy 180 in and near Fresno from Clovis Ave to Temperance Ave; Construct concrete median barrier and upgrade sign panels and guardrail.	From: Clovis Ave To: Temperance Ave Dist: 2.4	\$7,070	1.09
Caltrans	LSTMP587	198	Hwy 198 in Fresno County, at various locations (also in Kern County on Route 119 at various locations), replace damage drainage systems.	From: N/A To: N/A Dist: N/A	\$3,472	1.10
Caltrans	LSTMP627	198	In Fresno County, on Route 198 at various locations. Improve drainage facilities by repairing or replacing culverts.	From: Various To: Various Dist: N/A	\$24,560	1.10
Kingsburg, City of	LSTMP731	12th Ave	Eastside of 12th Ave from Stroud Ave to 143' s/o Aslan Way; Construct sidewalk (TC)	From: Stroud Ave To: Aslan Way Dist: N/A	\$87	3.02

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Kingsburg, City of	LSTMP637	18th Ave	West-side of 18th Ave from Sierra St to Stroud Ave; Construct sidewalks	From: Sierra To: Stroud Dist: N/A	\$314	3.02
Kingsburg, City of	LSTMP737	18th Ave	West-side of 18th Ave from Stroud Ave to Klepper St; Construct new sidewalks	From: Sierra To: Stroud Dist: N/A	\$158	3.02
Firebaugh, City of	FRE190004	8th St	8th Street from P St to SR33; Rehab and Construction of pedestrian facilities, including sidewalks, curb, gutter, and ramps	From: P St To: SR33 Dist: N/A	\$343	3.02
Fresno, City of	LSTMP550	Abby St	Abby Street from Divisadero to Olive; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: Divisadero To: Olive Dist: 1	\$1,524	1.10
Sanger, City of	FRE070617	Academy Ave.	Academy Ave between North and 11th. Combination overlay/reconstruction and widening to add turn lanes.	From: North To: 11th Dist: N/A	\$5,150	1.10
Orange Cove, City of	FRE150013	Adams	Adams Avenue from Friant-Kern Canal to Hills Valley Road; Reconstruction of existing pavement, including installation of asphalt concrete dikes, installation of street lights and pavement striping and markings.	From: Friant-Kern Canal To: Hills Valley Road Dist: .11	\$208	1.10
Fowler, City of	LSTMP613	Adams Ave	Adams Ave from 5th St to Merced St; Rehabilitation of pavement and pedestrian facilities	From: 5th St To: Merced St Dist: N/A	\$499	1.10
Fowler, City of	LSTMP660	Adams Ave	Adams Ave from Merced St to Temperance Ave; Pavement and pedestrian facility rehabilitation	From: Merced St To: Temperance Ave Dist: 0.45	\$922	1.10
Fresno County	FRE150024	Adams Ave	Adams Avenue from Cherry Avenue to Clovis Avenue; Shoulder Improvements. Construct 4-foot wide paved shoulders on each side of existing 24-foot travel-way.	From: Cherry Ave To: Clovis Ave Dist: 4.54	\$1,750	1.04
Orange Cove, City of	LSTMP519	Adams Ave	Adams Ave from Jacobs Ave (Center St) to 4th St; Reconstruct/repave road with aggregate base and hot mix asphalt, replacement of existing damaged curb and gutter, miscellaneous concrete repairs, and construction of curb ramps where they are non-compliant	From: Jacobs Ave To: 4th St Dist: .22	\$388	1.10
Fresno County	LSTMP450	Adams Ave.	BRIDGE NO. 42C0557, ADAMS AVE, OVER FOWLER SWITCH CANAL, 0.33 MI W OF MCCALL AVE. Scour countermeasure project.	From: Over Fowler Switch Canal To: 0.33 Miles West of McCall Ave. Dist: N/A	\$296	4.01
Parlier, City of	LSTMP638	Alley s/o Chavez Elementary	Alley South of Chavez Elementary School between J St and H St; Alley paving and valley gutter installation	From: J St To: H St Dist: N/A	\$251	1.10
Fresno County	FRE130007	American Ave	American Avenue from SR 99 to Temperance Avenue; Reconstruction of approximately 1.4 miles of American Avenue, from the eastern right-of-way of SR99 to Clovis Avenue, and place approximately 2 miles of HMA overlay, from Clovis Avenue to 100 feet east of Temperance Avenue. The work also includes realignment and signalization of the currently-substandard intersection of American Avenue and Golden State Boulevard.	From: SR 99 To: Temperance Ave Dist: 3	\$2,833	1.10
Fresno County	LSTMP534	American Ave	American Ave from Madera Ave to Placer Ave; Shoulder improvements - construct 4ft wide paved shoulders on each side of existing 24ft travel way.	From: Madera Ave To: Placer Ave Dist: 5.9	\$2,610	1.04
Clovis, City of	LSTMP561	Armstrong Ave	Armstrong Avenue from Barstow Avenue to Bullard Avenue; Road rehabilitation: grinding, new asphalt concrete, adjusting utilities, constructing ADA and signal pedestrian improvements, installing traffic devices and loops, and re-striping.	From: Barstow Ave To: Bullard Ave Dist: 0.5	\$866	1.10
Fresno, City of	LSTMP558	Ashlan Ave	Ashlan Avenue from First Street to Millbrook Avenue; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: First St To: Millbrook Ave Dist: 0.5	\$566	1.10
Fresno, City of	LSTMP645	Ashlan Ave	ITS Ashlan Ave from Cornelia Ave to Blackstone Ave; Install ITS synchronization, communications, 2070L controllers, cameras, detection, vaults and cabinets	From: Cornelia Ave To: Blackstone Ave Dist: 5	\$1,954	5.07
Clovis, City of	LSTMP618	Barstow Ave	Barstow Ave from Minnewawa Ave to Clovis Ave; Road rehabilitation, including curb, signal, signage, detector loops, and striping	From: Minnewawa To: Clovis Dist: .5	\$579	1.10
Fresno, City of	LSTMP723	Barton Ave / Florence Ave	Eastside of Barton Ave from Church to Florence, and Florence Ave from Barton to 105 ft w/o Jackson; Install sidewalk, curb ramps, curb and gutter.	From: Church / Barton To: Florence / Jackson Dist: N/A	\$361	3.02
Fresno, City of	LSTMP556	Belmont Ave	Belmont Ave from Cedar Ave to Chestnut Ave; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: Cedar Ave To: Chestnut Ave Dist: 1	\$1,418	1.10
Sanger, City of	LSTMP542	Bethel	Bethel Ave from Edgar Ave to North Ave. Installation of bicycle lane striping and signage. Bethel Ave from Edgar Ave to Annadale Ave Northbound. Construction of 8' Class II bicycle lane, curb, gutter and 5' sidewalk.	From: Annadale Ave To: North Ave Dist: 0.5	\$440	3.02
Fresno County	LSTMP675	Biola Ave	Biola Ave from Shaw Ave to G St, and C St from Biola Ave to e/o Biola Ave; Install sidewalk, curb ramps, and curb and gutter.	From: Shaw Ave To: G St Dist: N/A	\$1,364	3.02

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Mendota, City of	LSTMP605	Black/5th	Reconstruct 5th Street from Oller (SR 180) to Quince St, and Black Ave from Rowe Ave to Sorensen Ave, including upgrades to curb, gutter, sidewalk, curb ramps, drive approaches, and alley approaches. (TC)	From: Rowe/Oller To: Sorensen/Quince Dist: N/A	\$697	1.10
Fresno, City of	LSTMP549	Blackstone Ave	Blackstone Avenue from Dakota to Ashlan; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: Dakota Ave To: Ashlan Ave Dist: .50	\$2,232	1.10
Fresno, City of	LSTMP711	Blackstone Ave	Blackstone Ave from Minarets to Nees; AC Overlay, Class II bike lane, sidewalk, curb ramps, curb, gutter, signage, striping, signal loops	From: Minarets To: Nees Dist: .64	\$3,141	1.10
Fresno, City of	LSTMP720	Blackstone Ave	Blackstone: McKinley to Shields; Class IV protected bike lane, traffic calming, curb ramp and median nose recon, bus stop platforms, signing and striping.	From: McKinley To: Shields Dist: N/A	\$2,055	3.02
Fresno, City of	LSTMP546	Blackstone/Abby Ave	Blackstone/Abby Ave from Divisadero Ave to McKinley Ave; Install adaptive ITS system, vaults, cabinets, cameras, detection, and synchronize corridor.	From: Divisadero To: McKinley Dist: 1.5	\$1,657	5.07
Fresno, City of	LSTMP545	Blackstone/Friant	Blackstone/Friant Ave from McKinley Ave to Shepherd Ave; Install adaptive ITS system, upgrade detection, and synchronize corridor.	From: McKinley To: Shepherd Dist: 7.2	\$2,772	5.07
Fresno, City of	LSTMP617	Bullard Ave	Bullard Ave from First St to Cedar Ave; AC Overlay, plus curb ramp improvements, signal loop detectors, signage, striping, and Class II bike lane	From: First To: Cedar Dist: 1	\$1,934	1.10
Fresno, City of	FRE190020	Cedar	Cedar Ave from Church Ave to Jensen Ave; grind, overlay, road diet, Class II bike lane, curb ramps, curb, gutter, signage, striping, and signal loops	From: Church To: Jensen Dist: .56	\$1,877	1.10
Fresno, City of	LSTMP662	Chestnut Ave	Chestnut Ave from Kings Canyon to Butler; Asphalt overlay and installation of curb ramps, signal loop detectors, class II bike lanes, signage and striping	From: Kings Canyon To: Butler Dist: 0.5	\$2,084	1.10
Clovis, City of	LSTMP616	Clovis Ave	Clovis Ave from Nees Ave to Alluvial Ave; Street rehabilitation, including curb, signal, signage, detector loops, and striping.	From: Nees Ave To: Alluvial Ave Dist: .5	\$1,040	1.10
Fresno, City of	LSTMP537	Clovis Ave	Clovis Avenue from Shields Ave to McKinley Ave. Pedestrian and cycle trail, including benching and landscaping.	From: McKinley Ave To: Dayton Ave Dist: 1.25	\$2,505	3.02
Coalinga, City of	LSTMP725	Coalinga Trail	North Coalinga from Coalinga Sports Complex east to a former rail line terminating downtown at First St. and between Elm and Forest Avenues (south); Construct 14'-wide bicycle/pedestrian trails to complete approximately 1.6 miles (8,300 linear feet) of Coalinga's perimeter trail and loop-and-spur network. (TC)	From: Coalinga Sports Complex To: First St Dist: N/A	\$1,498	3.02
Orange Cove, City of	LSTMP548	D Street	D Street from 9th Street to Center Street near McCord Elementary; construct sidewalk and ramps on south side of street.	From: 9th Street To: Center Street Dist: 0.12	\$86	3.02
Selma, City of	LSTMP585	E. Floral Ave	East Floral Ave from Union Pacific Railroad (UPRR) to McCall Ave; Rehabilitation by removing/reclaiming the existing roadway section and replacing it with a Hot Mix Asphalt (HMA) overlay	From: UPRR To: McCall Ave Dist: 0.7	\$1,117	1.10
Fresno County	LSTMP447	E. Lincoln	BRIDGE NO. 42C0445, E LINCOLN AVE, OVER FOWLER SWITCH CANAL, 0.5 MI E OF LEONARD AVE. Scour countermeasure project. Toll credits programmed for PE, R/W, & CON.	From: Over Fowler Switch Canal To: 0.5 Mile E. of Leonard Ave. Dist: N/A	\$296	4.01
Fresno County	LSTMP284	E. Lincoln Ave.	Bridge No. 42C0413, E Lincoln Ave. Over Travers Creek, 0.5 MI East Of Alta Ave. Replace deficient 2 lane timber bridge with new 2 lane concrete slab bridge." Toll credits programmed for PE, RW, and CON.	From: Travers Creek To: 0.5 East of Alta Ave. Dist: N/A	\$1,880	1.19
Reedley, City of	LSTMP541	East Ave	East Ave from Lincoln Ave to August Ave. Construct 1,900 feet of sidewalk, install/upgrade curb ramps to meet ADA standards.	From: Lincoln Ave To: August Ave Dist: .36	\$538	3.02
Orange Cove, City of	FRE190005	East Railroad	East Railroad Ave from Thirds St to 200' West; Replace existing culverts, construct paving and install storm drain pipeline	From: Third St To: 200' West Dist: .19	\$136	1.10
Clovis, City of	LSTMP530	Enterprise Canal	Along Enterprise Canal (east of Temperance) from Alluvial Ave to Tollhouse Rd. Construct a bicycle/pedestrian trail and bridge structure over SR 168.	From: Alluvial Ave To: Tollhouse Rd Dist: .25	\$9,380	3.02
Sanger, City of	LSTMP622	Faller Ave	Faller Ave from Church Ave to Florence Ave; Pavement rehabilitation, including curb, gutter, sidewalk, and roadway signage/striping	From: Church Ave To: Florence Ave Dist: .24	\$520	1.10
Fresno, City of	LSTMP553	First St	First Street from Alluvial to Herndon Ave; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: Alluvial Ave To: Herndon Ave Dist: 0.60	\$995	1.10
Fresno, City of	LSTMP668	First Street	First Street from Ventura Ave to Nees Ave; Upgrade pedestrian countdown equipment at Twenty-two (22) signalized intersections	From: Ventura Ave To: Nees Ave Dist: N/A	\$270	1.06

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Clovis, City of	LSTMP699	Fowler Ave	Fowler Ave from Alluvial Ave to Nees Ave; Road rehabilitation including grinding, paving, concrete, installing traffic devices, and restriping	From: Alluvial To: Nees Dist: N/A	\$1,197	1.10
Clovis, City of	LSTMP741	Fowler Ave	Fowler Ave from Ashlan Ave to City Limit; Road rehabilitation including grinding, paving, concrete, installing traffic devices, and restriping	From: Ashlan Ave To: City Limit Dist: N/A	\$550	1.10
Fresno, City of	LSTMP736	Friant Ave	Friant Ave from Shepherd to Copper River; install Adaptive ITS System, upgrade detection, and synchronize corridor	From: Shepherd To: Copper River Dist: N/A	\$2,240	5.07
Fresno, City of	LSTMP551	Friant Rd	Southbound Friant Rd from Champlain to Shepherd; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: Champlain To: Shepherd Dist: 0.80	\$1,063	1.10
Fresno County	LSTMP510	G Street	G street: 5th street to 7th street; Construct sidewalk, curb & gutter, ADA curb ramps, and widen road shoulder. (TC)	From: 5th Street To: 7th Street Dist: N/A	\$638	3.02
Fresno County Transportation Authority	FRE111334	Golden State	Corridor Improvements from American to Tulare County Line (Measure C Project F in the Rural Regional Program)	From: American To: Tulare County Line Dist: N/A	\$53,724	4.09
Fowler, City of	LSTMP674	Golden State Blvd	Westside of Golden State Blvd from Adams to Clayton; Construct a Class I Bike and Pedestrian path	From: Adams To: Clayton Dist: N/A	\$269	3.02
Fowler, City of	FRE130043	Golden State Boulevard	Golden State Boulevard between Manning Avenue and South Avenue; Construct Class I Bike Path	From: Manning Ave To: South Ave Dist: 1.08	\$227	3.02
Fowler, City of	FRE090123	Golden State Corridor	Construct bicycle/pedestrian trail along the Golden State Corridor from the City of Fowler south toward Selma.	From: unknown To: unknown Dist: N/A	\$298	3.02
Fresno County	LSTMP643	Goodfellow Ave	Goodfellow Ave from 0.71 E/O Channel Rd to Reed Ave. Shoulder improvements; construct 8-foot wide paved shoulders on each side of existing travel way.	From: 0.71 E/O Channel Rd To: Reed Ave Dist: 4	\$4,425	1.04
Sanger, City of	LSTMP615	Greenwood Ave	In the City of Sanger on Greenwood Ave from Jensen Ave to Canal Drive; Pavement rehabilitation and reconstruction, including curb, gutter, sidewalk, curb ramps, signage, and striping.	From: Jensen Ave To: Canal Dr Dist: .45	\$827	1.10
Fresno County	LSTMP722	Grove Ave / Valentine Ave	Grove Ave from Prospect to Valentine, and Valentine Ave from Grove Ave to North Ave; Install asphalt concrete pedestrian pathways and appropriate signage. (TC)	From: Prospect / Grove To: Valentine / North Dist: N/A	\$548	3.02
Fresno, City of	LSTMP579	Herndon Ave	Herndon Ave between Golden State Blvd and Willow Ave; Upgrade twenty-three (23) signalized intersections with pedestrian countdown head equipment	From: Golden State Blvd To: Willow Ave Dist: 10	\$226	1.06
Fresno, City of	LSTMP536	Herndon Canal	Along Herndon Canal from Shields Ave to McKinley Ave. Pedestrian and cycle trail, including benching and landscaping.	From: Shields Ave To: McKinley Ave Dist: 1.35	\$2,370	3.02
Fresno, City of	LSTMP559	Inyo St	Inyo Street AC Overlay from Van Ness Ave to P Street; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: Van Ness Ave To: P St Dist: N/A	\$703	1.10
Firebaugh, City of	LSTMP734	J St / 10th St	J St from 450' NW of Nees Ave to 10th St, and 600' 10th St from J St to End (560'); construct a paved roadway surface over the unpaved travel lane	From: Nees / 10th To: J / End Dist: 0.22	\$547	1.10
Fresno County	LSTMP535	Jensen Ave	Jensen Ave from Dickensen to Madera Ave. Shoulder improvements; construct 4-foot wide paved shoulders on each side of existing 24-foot travel way.	From: Dickensen Ave To: Madera Ave Dist: 5.0	\$2,243	1.04
Fresno County	LSTMP610	Jensen Ave	Jensen Ave from Fig Ave to Fruit Ave; Road rehabilitation, including bike lanes and curb ramps	From: Fig To: Fruit Dist: 1	\$3,944	1.10
Fresno County	LSTMP659	Jensen Ave	Jensen Ave from Fruit Ave to West Ave; Road rehabilitation, including bike lane striping	From: Fruit Ave To: .43 w/o Fruit Ave Dist: .43	\$1,597	1.10
Fresno, City of	LSTMP552	Jensen Ave	Jensen Ave from Cornelia to Chateau Fresno; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.(TC)	From: Cornelia To: Chateau Fresno Dist: 3.0	\$3,318	1.10
Fresno, City of	LSTMP557	Jensen Ave	Jensen Ave from State Route 41 to Martin Luther King Jr.; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: State Route 41 To: Martin Luther King Dist: 1	\$1,421	1.10
Fresno, City of	LSTMP695	Jensen Ave	Jensen Ave from Elm Ave to Temperance Ave; install Adaptive ITS System, upgrade detection, and synchronize corridor	From: Elm Ave To: Temperance Ave Dist: 7	\$2,937	5.07
Kerman, City of	LSTMP614	Kearney Blvd	Kearney Blvd from Madera Ave (SR145) to Vineland Ave: Pavement rehab and partial reconstruction, including curb, gutter, sidewalk, ADA ramps, signage, striping, and pedestrian crossing at 8th and Kearney.	From: Madera Ave (SR145) To: Vineland Ave Dist: .5	\$780	1.10
Kerman, City of	LSTMP710	Kearney Blvd	Kearney Blvd from Park Ave to Del Norte Ave; Pavement Rehabilitation and replacement of damaged curb/gutter/sidewalk sections, construction of ADA compliant curb ramps, signage, and striping.	From: Park To: Del Norte Dist: N/A	\$564	1.10
Huron, City of	FRE020135	Lassen Avenue	In Huron - Install Traffic Signals on Lassen Avenue at 4th and 9th Streets.	From: 4th To: 9th Dist: N/A	\$451	5.02

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Huron, City of	FRE150008	Lassen Avenue (SR 269)	Lassen Avenue (SR 269) to UPRR crossing between 9th Street and 10th Street; Construct pedestrian sidewalks	From: 9th Street To: 10th Street Dist: .1	\$206	3.02
Fresno County	LSTMP703	Lincoln Ave	Lincoln Ave from SR 145 (Madera Ave) to Grantland Alignment (near Cold Central Plant Recycling); Road Rehabilitation	From: SR 145 To: Grantland Alignment Dist: N/A	\$4,448	1.10
Fresno County	LSTMP704	Lincoln Ave	Lincoln Avenue from SR 145 (Madera Ave) to Grantland Alignment. Construct 4-foot wide paved shoulders on each side of the existing 24-foot travel way.	From: SR 145 To: Grantland Alignment Dist: N/A	\$2,825	1.04
Kingsburg, City of	LSTMP543	Madsen Ave	East Side of Madsen Ave from Stroud Ave to Kamm Ave; Construct bike trail	From: Stroud Ave To: Kamm Ave Dist: 0.50	\$409	3.02
Kingsburg, City of	LSTMP707	Madsen Ave	Madsen Ave from Sierra St to Stroud Ave; Pavement Rehabilitation	From: Sierra St To: Stroud Ave Dist: N/A	\$699	1.10
San Joaquin, City of	LSTMP639	Main St	Main St at various locations between Manning Ave and California Ave; construct sidewalks At San Joaquin Elementary School San Joaquin Sports Park, and on Main St between Colorado and Nevada Avenues; construct bicycle parking facilities	From: Various To: Various Dist: N/A	\$424	3.02
Reedley, City of	LSTMP621	Manning	Manning Ave from Frankwood Ave to Reed Ave; Install sidewalk on north side of street.	From: Frankwood To: Reed Dist: .44	\$456	3.02
Fowler, City of	LSTMP661	Manning Ave	Manning Ave from SR99 Northbound On-ramp to Fowler East City Limits; Pavement and pedestrian facilities rehabilitation	From: Golden State Blvd To: East City Limits Dist: 0.25	\$934	1.10
Parlier, City of	LSTMP516	Manning Ave	Construction of curb, gutter, sidewalk, curb ramps and the addition of a painted bike lane along the north side of Manning Ave between Mendocino Ave and Madsen Ave	From: Mendocino Ave To: Madsen Ave Dist: N/A	\$495	3.02
Parlier, City of	LSTMP540	Manning Ave	Manning Ave from Academy to Mendocino. Construction of sidewalk, curb and gutter, and a Class II bike lane along the northside of Manning Ave where the existing sidewalk ends 200 ft east of Academy Ave to 200 ft west of Mendocino Ave.	From: Academy Ave To: Mendocino Dist: .46	\$673	4.01
Reedley, City of	FRE130016	Manning Ave	Manning Avenue from I Street to Buttonwillow Avenue; overlay and slurry seal pavement, traffic signal retrofit and synchronization, medians, lighting, bike lanes, sidewalks and ramps, landscaping, signage, and striping. 3-stage project: Stage 1, I Street to Frankwood Ave, Stage 2: Frankwood to Columbia, Stage 3: Columbia to Buttonwillow	From: I Street To: Buttonwillow Ave Dist: 1.5	\$6,362	1.10
Fresno County	LSTMP620	McCall Ave	McCall Ave from 0.3 miles n/o SR 180 to Shaw Ave; AC Overlay.	From: SR 180 To: Shaw Dist: 4.01	\$3,131	1.10
Fresno, City of	LSTMP653	McKinley Ave	McKinley Ave from Hughes Ave to Marks Ave; Widening - Engineering Studies for widening roadway, asphalt overlay, installation of curb, gutter, ramps, signal loop detectors, sidewalks, streetlights, HAWK, signage and striping.	From: Hughes Ave To: Marks Ave Dist: .5	\$204	4.05
Fresno, City of	LSTMP681	McKinley Ave	E/B McKinley from Millbrook to Clovis along north bank of the Mill Ditch canal; Close a 3.5 mile gap in the Midtown Pedestrian trail by constructing paved path, lighting, benches, fencing, drought tolerant landscaping, irrigation, signage and striping.	From: Millbrook To: Clovis Dist: 3.5	\$3,491	3.02
Kingsburg, City of	LSTMP656	Mehlert Ave	Mehlert St from 10th Ave to 500' e/o 14th Ave, Rehabilitate pavement and pedestrian facilities	From: 10th Ave To: 14th Ave Dist: 0.22	\$347	1.10
Parlier, City of	FRE170019	Merced/Tuolumne	Alley between Merced and Tuolumne from from K St to Zediker Ave; Paving and installation of valley gutter of the four unpaved alley segments.	From: K St To: Zediker Ave Dist: .36	\$434	1.10
Clovis, City of	FRE111375	Minnewawa	Grind and overlay existing pavement, including concrete sidewalk, ADA improvements, traffic loops, asphalt concrete grinding and utility relocations.	From: Barstow To: Bullard Dist: .50	\$310	4.12
Coalinga, City of	LSTMP633	Monterey	Monterey Ave between Lucille Ave and Cambridge Ave; Phase 1 of pedestrian and bicycle facilities	From: Lucille To: Cambridge Dist: N/A	\$599	3.02
Fresno County	LSTMP367	Mount Whitney Avenue	Mount Whitney Avenue from 2.44 Miles w/o Sonoma Avenue to Sonoma Avenue; Road Reconstruction	From: 0.98 Miles w/o Sonoma Avenue To: Sonoma Avenue Dist: 0.98	\$3,000	1.10
Fresno County	LSTMP644	Mountain View Ave	Mountain View Ave from Fowler Ave to McCall Ave. Shoulder improvements; construct 8-foot wide paved shoulders on each side of existing travel way.	From: Fowler Ave To: McCall Ave Dist: 4.22	\$3,032	1.04
Fresno County	LSTMP420	N. Frankwood Ave.	BRIDGE NO. 42C0289, N FRANKWOOD AVENUE OVER ALTA MAIN CANAL, 1.15 MI S OF PIEDRA ROAD. Replace two lane bridge with two lane bridge. Toll credits programmed for PE, ROW, and CON.	From: Over Alta Main Canal To: 1.15 Mi. S. of Piedra Rd. Dist: N/A	\$3,509	1.19

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Caltrans	LSTMP696	N/A	In the City of Fowler at the intersection of Manning Ave and Golden State Blvd; Railroad grade crossing improvements - Installation of new warning devices, roadway improvements, preemption signaling and pedestrian improvements.	From: Manning Ave To: Golden State Blvd Dist: N/A	\$2,766	1.01
Central Unified School District	LSTMP524	N/A	Central Unified School District; Replace one (1) gross polluting school buses with one (1) alternative fuel compressed natural gas school bus.	From: N/A To: N/A Dist: N/A	\$191	2.10
Clovis, City of	FRE110103	N/A	Shepherd/Minnewawa Intersection; Traffic Signal Installation	From: Shepherd Ave To: Minnewawa Ave Dist: N/A	\$1,131	5.02
Clovis, City of	FRE111372	N/A	On the north side of Owens Mountain Pkwy, from DeWolf Ave to Enterprise Ave (Phase III), and on the north side of SR 168, from Nees Ave to Enterprise Canal (Phase IV) , construct a 12-foot asphalt trail including an irrigation system, landscaping, drinking fountains, trail lighting, and other outdoor amenities. On the Sierra Gateway Regional Trail north of SR 168, from Shepherd Ave to DeWolf Ave, south of Harlan Ranch; construct an irrigation system, landscaping, drinking fountains, trail lighting, and other outdoor amenities (Phase II Residual).	From: various To: various Dist: .82	\$6,080	3.02
Clovis, City of	LSTMP532	N/A	Intersection of Herndon and Temperance, along the south leg of both northbound and southbound Temperance and along the west leg of eastbound Herndon. Class II bike lane improvements (bicycle pockets). (TC)	From: Herndon To: Temperance Dist: 1.0	\$43	3.02
Clovis, City of	LSTMP631	N/A	At the intersection of Armstrong and Nees; Install traffic signal, loop detectors, communication equipment, cameras, right-turn lanes, replace access ramps, and grading/paving	From: Armstrong To: Nees Dist: N/A	\$667	5.02
Clovis, City of	LSTMP632	N/A	At the intersection of Shepherd and Peach; Install traffic signal, loop detectors, communication equipment, replace access ramps, and grading/paving	From: Shepherd To: Peach Dist: N/A	\$656	5.02
Clovis, City of	LSTMP742	N/A	At the intersection of Nees and Sunnyside; Install a traffic signal, associated equipment, paving, concrete, and utility relocation	From: Nees Ave To: Sunnyside Ave Dist: N/A	\$1,391	5.02
Clovis, City of	LSTMP743	N/A	DeWolf and Owens Mountain Intersection; Install a roundabout and associated improvements.	From: DeWolf To: Owens Mountain Dist: N/A	\$1,017	5.01
Coalinga, City of	LSTMP403	N/A	Intersection of SR 33 (Elm Ave) and Cambridge Ave; Install traffic signals, signs, striping, sidewalks, curb and gutter, curb ramps, widen pavement, and other safety improvements	From: SR 33 (Elm Ave) To: Cambridge Ave Dist: N/A	\$486	1.06
Fresno Area Express (FAX)	FRE021501	N/A	Various Planning Projects/FCOG Staff/Annual Planning Expenses and Special Projects	From: N/A To: N/A Dist: N/A	\$8,050	4.01
Fresno Area Express (FAX)	FRE021502	N/A	Various Planning Projects/FAX Staff/Annual Planning Expenses and Special Projects	From: N/A To: N/A Dist: N/A	\$7,847	2.01
Fresno Area Express (FAX)	FRE021503	N/A	Preventive Maintenance Expense	From: N/A To: N/A Dist: N/A	\$139,281	2.01
Fresno Area Express (FAX)	FRE021504	N/A	Contracted Paratransit Service Operations	From: N/A To: N/A Dist: N/A	\$77,303	2.01
Fresno Area Express (FAX)	FRE021506	N/A	Capital Lease - Vehicle Tire Lease	From: N/A To: N/A Dist: N/A	\$5,813	2.01
Fresno Area Express (FAX)	FRE021507	N/A	FAX Nonrevenue Vehicle Fleet Expansion/Replacement	From: N/A To: N/A Dist: N/A	\$2,213	2.02
Fresno Area Express (FAX)	FRE021510	N/A	Passenger shelters/structures, benches, trash receptacles and lighting; onstreet signs; bus stop repairs; and miscellaneous amenities to benefit transit passengers.	From: N/A To: N/A Dist: N/A	\$10,784	2.07
Fresno Area Express (FAX)	FRE041403	N/A	Downtown Circulator Program - provide service in downtown Fresno during peak commute hours. Purchase of two electric buses and recharging station(s).	From: N/A To: N/A Dist: N/A	\$3,485	2.10
Fresno Area Express (FAX)	FRE092521	N/A	Design/install vehicle parking shelters with solar panels to "green" main FAX facility.	From: N/A To: N/A Dist: N/A	\$2,038	2.08
Fresno Area Express (FAX)	FRE092602	N/A	Engineer and remodel FAX buildings, yard, and facilities to meet current capacity needs and ADA requirements.	From: N/A To: N/A Dist: N/A	\$13,282	2.08
Fresno Area Express (FAX)	FRE095321	N/A	Bus Stop Concrete Improvements	From: N/A To: N/A Dist: N/A	\$702	5.06

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Fresno Area Express (FAX)	FRE111356	N/A	The FAX Bus Rapid Transit (BRT), called the "Q", is a 15.7-mile BRT line that will connect North Fresno, Downtown Fresno, and the Southeast Growth Area. There are 52 stations, including two terminal stations, and a transit center with a shared platform. BRT will also incorporate transit signal priority, real-time bus arrival displays, off-board fare collection, and 17 low-floor, low emission, compressed natural gas buses.	From: N/A To: N/A Dist: N/A	\$56,276	4.12
Fresno Area Express (FAX)	FRE111366	N/A	Purchase fixed-route CNG buses to replace end-of-life vehicles or to expand the transit fleet.	From: N/A To: N/A Dist: N/A	\$15,373	2.10
Fresno Area Express (FAX)	FRE130035	N/A	Bus Rapid Transit (BRT) operating support costs for first three years of new BRT service.	From: N/A To: N/A Dist: N/A	\$4,575	2.01
Fresno Area Express (FAX)	FRE130073	N/A	Purchase replacement paratransit cutaway buses, other revenue vehicles (like sedans), and associated radio/GPS and video equipment.	From: N/A To: N/A Dist: N/A	\$2,613	2.10
Fresno Area Express (FAX)	FRE130077	N/A	FAX will purchase and install a new Computer Aided Dispatch - Integrated Vehicle Logic Unit (CAD-IVLU) system on its revenue vehicle fleet.	From: N/A To: N/A Dist: N/A	\$3,130	2.05
Fresno Area Express (FAX)	FRE130081	N/A	Project administration for FAX capital program.	From: N/A To: N/A Dist: N/A	\$1,939	4.01
Fresno Area Express (FAX)	FRE150018	N/A	FAX will procure a new Transit Asset Management System.	From: N/A To: N/A Dist: N/A	\$300	4.01
Fresno Area Express (FAX)	FRE150032	N/A	Increase bus stop frequencies on Shaw Ave (Route 9) from current 30-minute frequencies to 15-minute frequencies.	From: N/A To: N/A Dist: N/A	\$5,000	2.01
Fresno Area Express (FAX)	FRE170016	N/A	Purchase of 1 CNG bus and operating costs for a 3-year demonstration project for expanded frequency service on Cedar Ave between Fresno State University and Butler Ave.	From: N/A To: N/A Dist: N/A	\$1,187	2.10
Fresno Area Express (FAX)	LSTMP472	N/A	Purchase 6 para-transit cutaway buses and the related equipment	From: N/A To: N/A Dist: N/A	\$476	2.10
Fresno Area Express (FAX)	LSTMP521	N/A	Manchester Transit Center (MTC), 3590 N. Blackstone Ave, Fresno; Rehabilitate MTC including façade revisions, bus shelter renovations, passenger amenity upgrades, security lighting, additional security camera infrastructure, landscaping, ADA compliant pathways, bus pull-in road repairs, and vehicular traffic upgrades.	From: N/A To: N/A Dist: N/A	\$2,000	2.08
Fresno Area Express (FAX)	LSTMP589	N/A	Purchase 6 paratransit cutaway buses and the related equipment	From: N/A To: N/A Dist: N/A	\$541	2.10
Fresno Area Express (FAX)	LSTMP634	N/A	Southwest Fresno transit service expansion demonstration project on route 38; to include three years of operating support	From: N/A To: N/A Dist: N/A	\$2,673	2.01
Fresno Area Express (FAX)	LSTMP663	N/A	Purchase of electric buses for fixed-route transit service within the City of Fresno	From: N/A To: N/A Dist: N/A	\$9,000	2.10
Fresno Area Express (FAX)	LSTMP688	N/A	Purchase 3 paratransit cutaway buses	From: N/A To: N/A Dist: N/A	\$321	2.10
Fresno Area Express (FAX)	LSTMP726	N/A	Southwest Fresno transit service expansion on Route No. 29; to include three years of operating support. Expanded route to begin at Courthouse Park and end near intersection of S. Orange Ave and E. Central Ave.	From: N/A To: N/A Dist: N/A	\$3,201	2.01
Fresno Council of Governments	FRE150028	N/A	Operating support for a downtown Fresno to Yosemite National Park passenger shuttle route.	From: N/A To: N/A Dist: N/A	\$288	2.01
Fresno County	FRE111376	N/A	Bridge #42C0261-Italian Bar Road over Redinger Lake, 5.7 miles North of Jose Basin Rd; Replace single lane bridge with two lane bridge. (Toll Credits programmed for PE, R/W, & CON)	From: Italian Bar Road To: Over Redinger Lake Dist: N/A	\$10,435	1.02
Fresno County	FRE130076	N/A	BRIDGE NO. 42C0267, Millerton Road, Over North Fork Little Dry Creek, .81 Miles East of Auberry Road. Replace structurally deficient single lane bridge with standard two lane bridge. Toll credits programmed for PE, R/W, & CON.	From: Millerton Road To: North Fork Little Dry Creek, .81 Mi E of Auberry Rd Dist: N/A	\$2,265	1.02
Fresno County	FRE130078	N/A	BRIDGE NO. 420268, MILLERTON ROAD, OVER LITTLE DRY CREEK, 1.8 MILE E OF AUBERRY ROAD. Replace single lane structurally deficient bridge with stanard two lane bridge. Toll credits programmed for PE, R/W, & CON.	From: Millerton Road To: Little Dry Creek, 1.8 Mi E of Auberry Rd Dist: N/A	\$2,261	1.19
Fresno County	FRE130079	N/A	BRIDGE NO. 42C0269, MILLERTON ROAD OVER LITTLE DRY CREEK, 2.6 MILES EAST OF AUBERRY ROAD. Replace single lane bridge as two lane bridge. Toll credits programmed for PE, R/W, & CON.	From: Millerton Road To: Little Dry Creek, 2.6 Mi E of Auberry Rd Dist: N/A	\$3,042	1.02
Fresno County	FRE130082	N/A	BRIDGE NO. 42C0264, JOSE BASIN RD, OVER BALD MILL CREEK, 2.3 MI NE/O AUBERRY RD. Replace existing one lane bridge with two lane bridge. Toll credits programmed for PE, ROW, & CON.	From: Jose Basin Rd To: Bald Mill Creek Dist: N/A	\$2,778	1.19

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Fresno County	FRE150019	N/A	BRIDGE NO. 42C0175, E MANNING AVE, OVER TRAVERS CREEKS, 0.6 MI W ALTA AVE. Replace deficient 2 lane bridge with new 4 lane bridge that will be striped for 2 lanes only.	From: E Manning Ave To: Travers Creek Dist: N/A	\$4,194	1.19
Fresno County	LSTMP281	N/A	Bridge NO. 42C0074, W Nees Ave., Over Delta - Medonta Canal, East of Douglas. Replace deficient 2 lane bridge with new 2 lane bridge.	From: Nees Ave To: Delta-Mendota Canal Dist: N/A	\$4,613	1.19
Fresno County	LSTMP283	N/A	Bridge No. 42C0343, E McKinley Ave., over Fresno Canal, 0.8 MI East of Academy Ave. Replace deficient 2 lane timber bridge with new 2 lane bridge. Toll credits programmed for PE, RW, and CON.	From: McKinley To: Fresno Canal Dist: N/A	\$2,600	1.19
Fresno County	LSTMP285	N/A	Bridge No. 42C0417, E. Parlier Ave. Over Travers Creek , 0.2 MI E Englehart Ave. Replace deficient 2 lane bridge with new 2 lane bridge. Toll credits programmed for PE, RW, and CON.	From: E Parlier Ave. To: Travers Creek Dist: N/A	\$1,530	1.19
Fresno County	LSTMP286	N/A	BRIDGE NO. 42C0502, E. Lincoln Ave. Over Wahtoke Creek, 0.32 Mi. W Buttonwillow Ave. Replace deficient 2 lane bridge with new 2 lane bridge. Toll credits programmed for PE, RW, and CON.	From: Lincoln AVE To: WAHTOKE CREEK Dist: N/A	\$2,752	1.19
Fresno County	LSTMP411	N/A	BRIDGE NO. 42C0066, W Manning Ave, Over James Bypass Overflow, 3.8 Miles West of SR 145. Replace structurally deficient two lane bridge with standard two lane bridge.	From: W Manning Ave To: James Bypass Overflow, 3.8 miles W of SR 145 Dist: N/A	\$5,916	1.19
Fresno County	LSTMP412	N/A	BRIDGE NO. 42C0067, W Manning Ave Over James Bypass Overflow, 3.2 Miles East of Colorado. Replace two lane bridge and two lane bridge.	From: W Manning Ave To: James Bypass Overflow, 3.2 Miles E of Colorado Dist: N/A	\$3,067	1.19
Fresno County	LSTMP413	N/A	BRIDGE NO. 42C0078, Lost Hills Ave, over Jacalitos Creek, Jacalitos Creek Rd. Replace two lane structurally deficient bridge with standard two lane bridge. Toll credits programmed for PE, R/W, and CON.	From: Lost Hills Ave To: Jacalitos Creek, Jacalitos Creek Rd Dist: N/A	\$5,016	1.19
Fresno County	LSTMP414	N/A	BRIDGE NO. 42C0270, Millerton Road, Over Little Dry Creek, 3.93 Miles East of Auberry Rd. Replace two lane functionally obsolete bridge with standard two lane bridge. Toll credits programmed for PE, R/W, & CON.	From: Millerton Road To: Little Dry Creek, 3.93 Mi E of Auberry Rd Dist: N/A	\$2,746	1.19
Fresno County	LSTMP417	N/A	BRIDGE NO. 42C0099, ENNIS RD OVER SAND CREEK, 0.3 MIS GEORGE SMITH RD. Replace two lane bridge with two lane bridge. Toll credits programmed fro PE, ROW & CON.	From: Ennis Road To: Sand Creek Dist: N/A	\$2,690	1.19
Fresno County	LSTMP418	N/A	BRIDGE NO. 42C0134, BURROUGH VALLEY RD OVER DRY CREEK, JUST E/O TOLLHOUSE RD. Replace timber two lane bridge with two lane bridge.	From: Burrough Valley Rd To: Dry Creek Dist: N/A	\$3,945	1.19
Fresno County	LSTMP419	N/A	BRIDGE NO. 42C0276, S ENGLEHART AVENUE OVER REEDLEY MAIN CANAL, 0.3 MILES NORTH OF AMERICAN AVENUE. Replace two lane bridge with two lane bridge. Toll credits programmed for PE, ROW, and CON.	From: S Englehart Ave To: Reedley Main Canal Dist: N/A	\$1,570	1.19
Fresno County	LSTMP421	N/A	BRIDGE NO. 42C0317, WATTS VALLEY RD OVER WATTS CREEK, 5.59 MI E/O PITTMAN HILL. Replace existing timber two lane bridge with two lane bridge. Toll credits programmed for PE, ROW, & CON.	From: Watts Valley Rd To: Watts Creek Dist: N/A	\$2,322	1.19
Fresno County	LSTMP422	N/A	BRIDGE NO. 42C0486, N CHATEAU FRESNO OVER HOUGHTON CANAL, 0.5 MI SOUTH OF BELMONT. Replace two lane bridge with two lane bridge. Toll credits programmed for PE, ROW, & CON.	From: N Chateau Fresno To: Houghton Canal Dist: N/A	\$2,473	1.19
Fresno County	LSTMP441	N/A	BRIDGE NO. 42C0090, S GOLDEN STATE BL, OVER FOWLER SWITCH CANAL, 0.2 MI OF DINUBA AVE. Replace 4 lane bridge with 4 lane bridge.	From: Golden State To: Fowler Switch Canal Dist: N/A	\$2,816	1.19
Fresno County	LSTMP443	N/A	BRIDGE NO. 42C0001, NORTH FORK ROAD, OVER SAN JOAQUIN RIVER, 0.1 MI W/O FRIANT RD. Replace 2 lane bridge with 2 lane bridge.	From: North Fork Rd To: San Joaquin River Dist: N/A	\$9,808	1.19
Fresno County	LSTMP444	N/A	BRIDGE NO. 42C0038, E MANNING AVE, OVER FOWLER SWITCH CANAL, 1.0 MI W OF MCCALL AVE. Scour countermeasures project.	From: E Manning Ave To: Fowler Switch Canal Dist: N/A	\$326	4.01
Fresno County	LSTMP493	N/A	BRIDGE NO. 42C0097, S EL DORADO AVE, OVER ARROYO PASAJERO, 2.0 MI NORTH OF JAYNE AVE. Replace 2 lane bridge with 2 lane bridge. Toll Credits programmed for PE, R/W & CON.	From: S El Dorado To: Over Arroyo Pasajero Dist: N/A	\$6,483	1.19
Fresno County	LSTMP623	N/A	Intersection of Fowler Ave and Olive Ave; traffic signal installation and roadway improvements	From: Olive Ave To: Fowler Ave Dist: N/A	\$2,926	5.02
Fresno County	LSTMP651	N/A	BRIDGE NO. 42C0496, N DEL REY AVE, OVER FRESNO CANAL, 0.5 MI SOUTH OF MCKINLEY. Replace 2 lane bridge with 2 lane bridge. Toll credits programmed for PE, ROW, & CON.	From: N Del Rey Ave To: Fresno Canal Dist: N/A	\$2,415	1.19

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Fresno County	LSTMP670	N/A	At the intersection of Ashlan Ave. and Palm Ave; Upgrade existing 2-phase fixed timed traffic signal to 8-phase to include, but not limited to, left-turn phasing, larger vehicle heads, and new 2070 controller.	From: Ashlan Ave To: Palm Ave Dist: N/A	\$956	1.06
Fresno County Economic Opportunities Commission	LSTMP590	N/A	Purchase 6 Starcraft Class C Buses. (TC)	From: N/A To: N/A Dist: N/A	\$433	2.10
Fresno County Economic Opportunities Commission	LSTMP689	N/A	Purchase of 3, 20 passenger buses with ADA Equipment (TC)	From: N/A To: N/A Dist: N/A	\$257	2.10
Fresno County Rural Transit Agency	FRE111358	N/A	Annual Operating Budget and Preventive Maintenance	From: N/A To: N/A Dist: N/A	\$33,847	2.01
Fresno, City of	FRE130036	N/A	Intersection of Clinton and Valentine Avenues; Installation of a new traffic signal	From: Clinton Ave To: Valentine Ave Dist: .01	\$1,194	5.02
Fresno, City of	FRE150006	N/A	Central and Orange Avenue Intersection; Widen intersection to provide left turn lanes, widen and replace existing box culvert, traffic signal modifications, street lighting, concrete access ramps, signal loop detectors, pedestrian push-button posts, signage and striping.	From: Central To: Orange Dist: .10	\$2,465	1.19
Fresno, City of	FRE170027	N/A	Intersection of Marks Ave and Neilson Ave; Traffic Signal Installation.	From: Marks Ave To: Nielson Ave Dist: N/A	\$468	5.02
Fresno, City of	FRE190018	N/A	McKinley Ave and Blythe Ave: traffic signal, left turn pockets McKinley Ave (northside) from Cecelia Ave to 400' e/o Blythe Ave: sidewalk, bike lane, curb, curb ramps, gutter, storm drain, streetlights, signing and striping. Blythe Ave (westside) from McKinley to Weldon Ave: Sidewalk	From: McKinley Ave To: Blythe Ave Dist: N/A	\$2,088	3.02
Fresno, City of	LSTMP487	N/A	Intersection of Chestnut Avenue and Shields Avenue; Installation of protected left-turn phasing	From: Chestnut Ave To: Shields Ave Dist: N/A	\$587	1.06
Fresno, City of	LSTMP538	N/A	Divisadero and Mariposa intersection; traffic signal installation and relocation of crosswalk.	From: Divisadero To: Mariposa Dist: N/A	\$623	1.07
Fresno, City of	LSTMP560	N/A	Intersection of Gates Ave and San Jose Ave; Traffic signal installation and striping.	From: Gates Ave To: San Jose Dist: N/A	\$624	5.02
Fresno, City of	LSTMP581	N/A	Intersection of Dakota Ave and West Ave; Install protected left turn phase	From: Dakota Ave To: West Ave Dist: N/A	\$529	1.06
Fresno, City of	LSTMP682	N/A	Install school crossing traffic signals, countdown heads and crosswalks near Anthony Elementary (Blackstone/Webster), Heaton Elementary (McKinley/San Pablo), and Muir Elementary (Dennett/Palm). Install sidewalk ramp at Glenn/Webster, and accessible pedestrian signal upgrades at McKinley/Van Ness.	From: Various To: Various Dist: N/A	\$1,401	3.02
Fresno, City of	LSTMP721	N/A	Intersection of Butler Ave and 8th Ave, and intersection of Orange Ave and Lowe Ave, and various locations near both intersections; install traffic signals, pedestrian countdown equipment, sidewalks, curb rams, curb, gutter, signing, and striping.	From: Butler/8th To: Orange/Lowe Dist: N/A	\$1,251	3.02
Fresno, City of	LSTMP724	N/A	Intersection of Fresno St and Browning Ave; Install traffic signal, pedestrian countdown equipment, accessible pedestrian signal equipment, curb ramps, curb, gutter, signing and striping.	From: Fresno St To: Browning Ave Dist: N/A	\$660	3.02
Huron, City of	LSTMP719	N/A	Lassen Ave at Myrtle Street and Huron Ave; Pedestrian Hybrid Beacons and southside bulbouts	From: Lassen Ave To: Myrtle Ave / Huron Ave Dist: N/A	\$662	3.02
Kings Canyon Unified School District	LSTMP646	N/A	Kings Canyon Unified School District; Replace 2 old diesel school buses with 2 new compressed natural gas (CNG) school buses.	From: N/A To: N/A Dist: N/A	\$431	2.10
Kingsburg, City of	LSTMP582	N/A	Intersection of Sierra St (Conejo Ave) at Bethel Ave; Construct a single lane roundabout.	From: Sierra St (Conejo Ave) To: Bethel Ave Dist: N/A	\$1,297	1.06
Mendota, City of	FRE150035	N/A	City of Mendota; Intersection of Derrick (SR180) and Oller (SR33); Roundabout	From: Derrick (SR180) To: Oller (SR33) Dist: N/A	\$1,500	1.07
Mendota, City of	FRE190014	N/A	At the intersection of Bass & Barboza construct roundabout.	From: Bass To: Barboza Dist: N/A	\$1,091	5.01
Mendota, City of	LSTMP678	N/A	Intersection of 9th St and Belmont Ave; Install overhead flashing beacons, signage, push button on overhead flashing beacon poles, ADA compliant ramps and newly painted crosswalks. (TC)	From: 9th St To: Belmont Ave Dist: N/A	\$158	3.02
Raisin City Elementary School District	FRE150040	N/A	CNG Conversion of Light Truck	From: N/A To: N/A Dist: N/A	\$8	2.03

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Reedley, City of	FRE190012	N/A	Purchase 1 CNG Street Sweeper	From: N/A To: N/A Dist: N/A	\$348	2.02
Sanger Unified School District	LSTMP529	N/A	Sanger Unified School District; Replace 2 gross polluting diesel school buses with 2 new compressed natural gas (CNG) school buses.	From: N/A To: N/A Dist: N/A	\$420	2.10
Sanger Unified School District	LSTMP647	N/A	Sanger Unified School District; Replace 2 old gross polluting diesel school buses with 2 new compressed natural gas (CNG) school buses.	From: N/A To: N/A Dist: N/A	\$440	2.10
Selma, City of	FRE170021	N/A	Purchase new fuel-efficient street sweeper for the City of Selma that utilizes cleaner burning fuel technology.	From: N/A To: N/A Dist: N/A	\$250	2.02
Selma, City of	LSTMP735	N/A	At the intersection of McCall and Dinuba; Install traffic signal	From: McCall To: Dinuba Dist: N/A	\$947	5.02
SouthWest Transportation Agency	LSTMP648	N/A	Southwest Transportation Agency; Replace 2 old gross polluting diesel school buses with 2 new compressed natural gas (CNG) school buses.	From: N/A To: N/A Dist: N/A	\$480	2.10
United Cerebral Palsy of Central California	LSTMP591	N/A	Purchase 2 Starcraft Class C Buses, 6 Braun Entervans, and related equipment. (TC)	From: N/A To: N/A Dist: N/A	\$410	2.10
United Cerebral Palsy of Central California	LSTMP690	N/A	Purchase of 4, 20 passenger buses (TC)	From: N/A To: N/A Dist: N/A	\$257	2.10
Westcare California	LSTMP592	N/A	Purchase Class D Minivan - El Dorado Mobility Amerivan. (TC)	From: N/A To: N/A Dist: N/A	\$48	2.10
Westcare California	LSTMP691	N/A	Purchase of 1 van and minor equipment	From: N/A To: N/A Dist: N/A	\$57	2.10
Fresno Council of Governments	FRE001101	NA	Planning, Programming and Monitoring.	From: NA To: NA Dist: N/A	\$6,093	4.01
Selma, City of	LSTMP657	Nebraska Ave	Nebraska Ave from SR43 to Mitchell; Rehabilitation of roadway, including removing/reclaiming existing roadway and replacing with HMA overlay with paved shoulders	From: SR43 To: Mitchell Dist: .25	\$588	1.10
Selma, City of	LSTMP607	Nebraska St	Nebraska Street from SR43 to Mitchell Ave; Reconstruction, remove/reclaim existing roadway and replace with HMA Overlay consisting of two 12' lanes and 6' to 8' wide paved shoulders.	From: SR43 To: Mitchell Ave Dist: .25	\$588	1.10
Fresno County	LSTMP624	Nees Ave	Nees Ave from Millux Align to Russell; furnishing and placing hot mix asphalt concrete (HMA) overlay and shoulder backing.	From: Millux Align To: Russell Dist: 2	\$800	1.10
Sanger, City of	LSTMP702	North Ave	North Ave from Academy Ave to Faller Ave; Roadway rehabilitation to replace pavement	From: Academy Ave To: Faller Ave Dist: .36	\$1,061	1.10
Firebaugh, City of	LSTMP706	O St	8th Street from P St to SR33; Pavement Rehabilitation	From: P St To: SR33 Dist: N/A	\$270	1.10
Sanger, City of	LSTMP705	O St	O St from 10th St to 12th St; Rehabilitation to replace asphalt pavement O St from 12th St to North Ave; Pavement Grind and Overlay	From: 10th St To: North Ave Dist: .69	\$1,044	1.10
Fresno, City of	FRE170024	Olive Ave	Olive Ave from Yosemite to Roosevelt; streetscape, sidewalk and median improvements including high visibility crosswalks, curb extensions, widened sidewalks, minimized/reduced driveway curb cuts, new landscaping, and median widening and repair.	From: Yosemite Ave To: Roosevelt Ave Dist: .25	\$1,434	3.02
Clovis, City of	FRE150020	Peach Avenue	Peach Avenue Sidewalk Improvements from South of Vartikian to Palo Alto; Construct curb, gutter, bicycle lanes, sidewalks, retaining walls, ADA compliant ramps and drive approaches, and striping	From: Vartikian To: Palo Alto Dist: .25	\$566	3.02
Coalinga, City of	LSTMP697	Polk St	West Polk St from Monterey Ave to Elm Ave; Rehabilitation to replace asphalt pavement, install new shared bike lanes, crosswalks, and ADA ramps.	From: Monterey Ave To: Elm Ave Dist: .5	\$671	1.10
Coalinga, City of	LSTMP611	Polk Street	Polk Street from Elm Ave to 5th Street; Rehabilitation to replace asphalt pavement, install new sidewalk, curb, and gutter	From: Elm Ave To: 5th St Dist: N/A	\$570	1.10
Firebaugh, City of	LSTMP635	Poso Canal	Poso Canal near the River Park and Maldonado Park parking lot at Zozaya St and Father Craig St; Pedestrian Improvements; Construct a pedestrian bridge across Poso Canal, and a crossing and entrance to Maldonado Park parking lot.	From: Zozaya St To: Father Craig St Dist: N/A	\$516	3.02
Reedley, City of	LSTMP687	Reed Ave	Westside of Reed Ave; I St to 8th St; Install sidewalks.	From: I St To: 8th St Dist: N/A	\$178	3.02
Fresno County	LSTMP449	S. Dewolf Ave.	BRIDGE NO. 42C0448, S DE WOLF AVE, OVER FOWLER SWITCH CANAL, AT DINUBA AVE. Replace 2 lane bridge with 2 lane bridge. Toll credits programmed for PE, R/W, & CON.	From: Over Fowler Switch Canal To: Dinuba Ave. Dist: N/A	\$2,634	4.01
Fowler, City of	LSTMP636	S. Fowler Ave	Westside of S. Fowler Ave between South Ave and Fresno St; Construct sidewalks	From: South Ave To: Fresno St Dist: N/A	\$158	3.02

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Fresno County	LSTMP448	S. Leonard Ave.	BRIDGE NO. 42C0447, S LEONARD AVE, OVER FOWLER SWITCH CANAL, 0.7 MI S OF MANNING AVE. Scour countermeasure project. Toll credits programmed for PE, R/W, & CON.	From: Over Fowler Switch Canal To: 0.7 Miles South of Manning Ave. Dist: N/A	\$296	4.01
Clovis, City of	LSTMP619	Shaw Ave	Shaw Ave from Sunnyside Ave to Fowler Ave; Street rehabilitation, including curb, signal, signage, detector loops, and striping.	From: Sunnyside Ave To: Fowler Ave Dist: .5	\$1,218	1.10
Fresno, City of	LSTMP580	Shaw Ave	Shaw Ave between West Ave and Chestnut Ave; Upgrade fourteen (14) signalized intersections with pedestrian countdown head equipment	From: West Ave To: Chestnut Ave Dist: 5	\$174	1.06
Fresno, City of	LSTMP712	Shaw Ave	Shaw Ave from Cedar to Chestnut; install LED streetlights with pedestrian scale lighting, underground conduit.	From: Cedar To: Chestnut Dist: N/A	\$954	1.18
Clovis, City of	FRE111371	Shaw Avenue	Road Rehabilitation on Shaw, from Armstrong-Temperance	From: Armstrong To: Temperance Dist: 0.5	\$640	1.10
Fresno, City of	LSTMP486	Shields	Shields - Sunnyside to Fowler. Asphalt concrete overlay, curb ramps, signal loop detectors, and striping.	From: Sunnyside To: Fowler Dist: N/A	\$626	1.10
Fresno, City of	LSTMP481	Shields Ave	Southside of Shields from Fresno Street to First Street; bankside trail	From: Fresno St To: First St Dist: .5	\$1,640	3.02
Fresno, City of	LSTMP676	Shields Ave	W/B Shields Ave running east from Blackstone to Fresno; Close 0.5 mile gap in Midtown Class I trail by installing paved path, drought tolerant landscaping, irrigation, signage, striping.	From: Blackstone To: Fresno Dist: 0.5	\$1,498	3.02
Fresno County	LSTMP446	South Quality Ave.	BRIDGE NO. 42C0348, S QUALITY AVE OVER FOWLER SWITCH CANAL, 0.02 MI S OF SWITCH AVE. Scour countermeasure project. Toll credits programmed for PE, R/W, & CON.	From: Over Fowler Switch Canal To: 0.02 Miles south of Switch Ave Dist: N/A	\$350	4.01
Coalinga, City of	LSTMP654	Southside of Los Gatos Creek	Phelps Ave from Posa Chanet to Gregory Way (Segment 1 East), Southside of Los Gatos Creek From Elm Ave to former railroad corridor (Segment 2), Northside of Cambridge Ave from Monterey Ave to e/o Sunset St (Segment 13), and Northside of Coalinga Sports Complex from e/o Sunset St to Elm Ave (Segment 14); Construct Class 1 paved multi-use trail	From: Phelps To: Elm Ave (SR33) Dist: 1.03	\$1,296	3.02
Clovis, City of	LSTMP531	Sunnyside Ave	Sunnyside Ave Southbound from Alluvial Ave to State Route 168. Install Class II Bike Lane, which will require widening and subsequent adjustments to sidewalk, curb return, and valley gutter. (TC)	From: Alluvial To: SR168 Dist: .3	\$128	3.02
Coalinga, City of	LSTMP664	Sunset St	Sunset St from Polk St to Van Ness Ave; Rehabilitate, resurface, and replace existing AC pavement, grading base material, construct ADA ramps, sidewalks, curb and gutter, driveways, valley gutters, storm drain, electrical pull-boxes, traffic striping, and traffic signage.	From: Polk St To: Monroe St/Cedar Ave Dist: 0.21	\$1,418	1.10
San Joaquin, City of	LSTMP728	Sutter Ave	Sutter Ave from Railroad St to Manning Ave; construct a paved roadway surface over the unpaved travel lane	From: Railroad To: Manning Dist: 0.68	\$720	1.10
Clovis, City of	LSTMP562	Temperance Ave	Temperance Avenue from Shaw Avenue to Barstow Avenue; Road rehabilitation: grinding, new asphalt concrete, adjusting utilities, constructing ADA and signal pedestrian improvements, installing traffic devices and loops, and re-striping.	From: Shaw Ave To: Barstow Ave Dist: 0.5	\$925	1.10
Fresno, City of	LSTMP640	Tulare St	Tulare from 6th to Cedar; Class II bike lanes, sidewalks, curb, gutter, curb ramps and streetlights.	From: 6th To: Cedar Dist: N/A	\$2,586	3.02
Clovis, City of	LSTMP492	Various	BRIDGE NO. PM00125, Bridge Preventative Maintenance Program (BPMP), various bridges in the City of Clovis. See Caltrans Local Assistance HBP web site for backup list of bridges.	From: Various To: Various Dist: N/A	\$8	1.19
Clovis, City of	LSTMP666	Various	In the City of Clovis at Twenty-nine (29) different intersections; Install pedestrian push button systems and pedestrian countdown modules. (TC)	From: Various To: Various Dist: N/A	\$338	1.06
Coalinga, City of	FRE170017	Various	Alley #29 between Forest and Elm, Alley #30-33 between Glenn and Hawthorne and Alley #34-35 between Pleasant and Houston; Pave seven dirt/gravel alleyways.	From: Various To: Various Dist: .64	\$600	1.10
Coalinga, City of	LSTMP673	Various	Area bound by Sunset Street, Joaquin Street, Cambridge Avenue, and Polk Street; Installation of sidewalks, ADA curb ramps, bulb-outs, and crosswalks.	From: Various To: Various Dist: N/A	\$2,483	3.02
Coalinga, City of	LSTMP733	Various	Alley #38 Dorothy St between Polk and Valley, Alley #39 between Hayes and Roosevelt, Alley #40 between Maple and Acabedo, Alley #41-42 between 3rd and 4th St, Alley #43 between Joaquin and California, and Alley #44 between Joaquin and Nevada; Pave seven dirt alleyways.	From: Various To: Various Dist: 0.69	\$770	1.10
Firebaugh, City of	LSTMP730	Various	Saipan Alley from Saipan Ave to 15th St, Soars Alley between from 8th St to 7th St, and Beehive Alley from Saipan Ave to Corregidor Ave; Pave unpaved alley ways.	From: Various To: Various Dist: .041	\$523	1.10

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Fresno County	FRE070201	Various	Rehabilitation, repair, and/or reconstruction of deficient two-lane roads that connect to Interstate 5, SR 180, SR 41 and SR 99 countywide.	From: Various To: Various Dist: N/A	\$3,646	1.10
Fresno County	FRE070202	Various	Rehabilitation, repair, and/or reconstruction of deficient two-lane roads that connect to Interstate 5, SR 180, SR 41 and SR 99 countywide.	From: Various To: Various Dist: N/A	\$2,010	1.10
Fresno County	LSTMP032	Various	PM00009, Bridge Preventative maintenance Program, various locations. See Caltrans Local Assistance HBP web site for backup list of bridges.	From: various To: various Dist: N/A	\$12,250	1.06
Fresno County	LSTMP280	various	Bridge No. 42C0047, N. Russell Over Outside Canal, 3.9 MI North of Nees Ave. Replace deficient 2 lane bridge with new 2 lane bridge	From: various To: various Dist: N/A	\$5,150	1.19
Fresno County	LSTMP514	Various	In the community of Laton, South of Fresno: Install in-road warning lights on Fowler Ave; construct sidewalk on Bliss Ave, Fowler Ave, Gonser Ave, Latonia Ave, Murphy Ave; construct pedestrian bridge / culvert extension. Project is utilizing 370,150.55 in toll credits.	From: Various To: Various Dist: N/A	\$3,227	3.02
Fresno County Rural Transit Agency	FRE190017	Various	In Selma, CA at 1821 Pacific St; Construct a new state-of-the-art bus maintenance and operations facility for FCRTA on 7.5 acres of raw land.	From: Various To: Various Dist: N/A	\$10,291	2.11
Fresno, City of	FRE190010	Various	Northside of Jensen Ave; Knight to MLK: Install Class I Trail on Northside, and install Class II Bike Path Church Ave; Walnut to MLK: Install Class I Trail on Southside, and install Class II Bike Path Walnut Ave; Jensen to Church: Install Class II Bike Path MLK Jr. Blvd; Jensen to Church: Install Class II Bike Path, and install sidewalks on Westside Walnut Ave; various locations between Jensen and Church: Install sidewalks	From: Various To: Various Dist: N/A	\$4,327	3.02
Fresno, City of	LSTMP442	Various	BRIDGE NO. PM00116, Bridge Preventive Maintenance Program (BPMP), various bridges in the City of Fresno. See Caltrans Local Assistance HBP web site for backup list of bridges.	From: Various To: Various Dist: N/A	\$1,369	1.06
Fresno, City of	LSTMP667	Various	In the City of Fresno at Eighty-six (86) signalized intersections (on Belmont from Delno to Clovis, Olive from Fruit to Clovis, and various locations Downtown and in the Tower District); Install pedestrian countdown equipment.	From: Various To: Various Dist: N/A	\$962	1.06
Fresno, City of	LSTMP669	Various	In the City of Fresno at twenty-five (25) signalized intersections (Fresno Street crossings at Thomas and San Jose; the intersection of Fresno and R Street (east/west), the intersection of Fresno and Clinton and various intersections along Fresno from B Street to Friant Road); Install two HAWK signals, two protected left turn signals and upgrade pedestrian countdown equipment.	From: Various To: Various Dist: N/A	\$553	1.06
Fresno, City of	LSTMP677	Various	Along 13.5 miles of BRT Corridor on Blackstone/Abby from Divisadero to Nees, and Kings Canyon/Ventura from Van Ness to Clovis at various locations; Upgrade intersections with accessible pedestrian signals and countdown head equipment.	From: Various To: Various Dist: N/A	\$1,447	3.02
Huron, City of	LSTMP738	Various	Alley #1 between 11th and 12th Streets from Lassen Ave (SR269) to M St, Alley #2 between 10th and 11th Streets from Lassen Ave (SR269) to L St, and Alley #3 between Myrtle St and Apple Ave from parking lot w/o Lassen Ave (SR269) to Orange St; Pave unpaved dirt alley ways.	From: Various To: Various Dist: N/A	\$602	1.10
Mendota, City of	FRE190003	Various	SR33 RRRG between Bass Ave and SR 180 intersection, 9th St RRRG between Marie St and Naples St, and W. Belmont Ave RRRG between Marie St and SR180/N San Benito Ave; Improve Railroad corridor by installing new concrete panels, median channelizers, and roadway construction	From: Various To: Various Dist: .3	\$832	1.01
Mendota, City of	LSTMP604	Various	Rehabilitate 5th Street from Quince to Derrick and Quince Street from 5th St to 6th St including upgrades to curb ramps and alley approaches.	From: Various To: Various Dist: N/A	\$1,050	1.10
Orange Cove, City of	LSTMP739	Various	4 Allies north of Park Blvd, between 8th St and Center St, between 6th St and 5th St, between 5th St and 4th St, and between 4th St and 3rd St; Pave unpaved dirt alley ways.	From: Various To: Various Dist: N/A	\$473	1.10
Parlier, City of	LSTMP679	Various	At various locations in the school zone areas of S. Ben Benavidez, Matthew J. Brletic Cesare E Chavez, and John C. Martinez Elementaries, and Parlier Jr High; update signage and pavement markings, and install ADA-compliant curb ramps visually enhanced crosswalks. (TC)	From: Various To: Various Dist: N/A	\$182	3.02

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Reedley, City of	LSTMP671	Various	Minor Arterials and Arterial roadway segments (Reed Ave, Manning Ave, I St, 11th St, Dinuba Ave, Frankwood Ave, Olson Ave and Buttonwillow Ave); Evaluate roadway signing upgrades through the process of a Roadway Safety Signing Audit (RSSA), install and/or upgrade signs.	From: Various To: Various Dist: N/A	\$180	1.06
Reedley, City of	LSTMP732	Various	Nine various alleys between North, G, East, Duff, Columbia, Ponderosa, and Cypress; Pave dirt alley ways.	From: Various To: Various Dist: 0.80	\$798	1.10
Sanger, City of	LSTMP494	Various	BRIDGE NO. PM00127, Bridge Preventative Maintenance Program (BPMP), various bridges in the City of Sanger. See Caltrans Local Assistance HBP web site for backup list of bridges.	From: Various To: Various Dist: N/A	\$1,500	1.19
Sanger, City of	LSTMP547	Various	In the City of Sanger, construction of concrete sidewalk pedestrian facilities at various locations.	From: Various To: Various Dist: .27	\$255	3.02
Sanger, City of	LSTMP649	Various	Construct Sidewalks at the following locations: N/S of Cherry Ave from Park Ave to P St W/S of P St from Cherry Ave to 230 ft North of Cherry E/S of Park Ave from Cherry Ave to 180 ft North of Cherry E/S of Faller Ave from Edgar Ave to 750 ft South of Edgar S/S of Edgar Ave from Faller Ave to 240 ft East of Faller E/S of Faller Ave from I St to 470 ft South of I St Faller Ave from I St to 240 ft North of I St W/S of Faller Ave from Annadale to 140 ft South of Annadale	From: Various To: Various Dist: N/A	\$315	3.02
Sanger, City of	LSTMP729	Various	Bethel Ave from Jensen Ave to 480' n/o Florence Ave, and Church Ave from Indianola to Bethel Ave; Bike Lanes Fowler Switch Canal from Jensen Ave to Bethel Ave; Trail	From: Various To: Various Dist: N/A	\$1,215	3.02
Selma, City of	LSTMP584	Various	McCall from Floral to Dinuba; Orange from Floral to Nelson; Nelson from Highland to Thompson; Rose from McCall to Country Rose; Second from E. Front to High - Patch longitudinal cracking with Hot Mix Asphalt (HMA) in 4-ft. strips along Arterials and Major Collectors. Crack seal all joints and cracks, place type II slurry seal over entire road width and restripe.	From: Various To: Various Dist: 2.91	\$822	1.10
Selma, City of	LSTMP642	Various	Alley between Chestnut/Floral from Logan to w/o McCall, Alley between Lee/McCall from Floral to Chestnut, and Alley between Shaft/Cleveland from Rose to Arrants; Pave unpaved alley ways. Install storm drain lines, inlets and Storm Drain Manholes as required to ensure proper drainage of alleyways.	From: Various To: Various Dist: N/A	\$392	1.10
Fresno, City of	LSTMP544	Ventura/Kings Canyon	Ventura/Kings Canyon from Van Ness Ave to Chestnut Ave; Install adaptive ITS system, cabinets, fiber & network, cameras, detection, and synchronize corridor.	From: Van Ness Ave To: Chestnut Ave Dist: 2.8	\$1,940	5.07
Clovis, City of	LSTMP698	Villa Ave	Villa Ave from Barstow Ave to Shaw Ave; Road rehabilitation including grinding, paving, concrete, installing traffic devices, and restriping	From: Barstow Ave To: Shaw Ave Dist: N/A	\$816	1.10
Clovis, City of	LSTMP700	Villa Ave	Villa Ave from Bullard Ave to Barstow Ave; Road rehabilitation including grinding, paving, concrete, installing traffic devices, and restriping	From: Bullard Ave To: Barstow Ave Dist: N/A	\$886	1.10
Kerman, City of	LSTMP701	Vineland Ave	Vineland Aved from California Ave to Kearney Blvd; pavement rehabilitation	From: California Ave To: Kearney Blvd Dist: N/A	\$680	1.10
Parlier, City of	LSTMP554	Zediker Ave	Zediker Ave from Fresno St to Merced St; Reconstruction of existing roadway pavement, repair/construction of concrete curb, gutter, sidewalk, and ADA compliant curb ramps along Westside of Zediker Ave. Striping of existing shoulder along Eastside of Zediker Ave.	From: Fresno St To: Merced St Dist: 0.17	\$254	1.10
Parlier, City of	LSTMP658	Zediker Ave	Zediker Ave from Merced St to Manning Ave; Rehabilitation of existing asphalt concrete pavement	From: Merced St To: Manning Ave Dist: 0.31	\$607	1.10
Caltrans	LSTMP595		In Fresno County, on Routes 99, 41, 168, and 180 at various locations; also in Madera County on Route 99 at various locations. Repair vehicle detection systems.	From: Various To: Various Dist: N/A	\$6,478	1.07
Caltrans	LSTMP628		In Fresno, Kern, Kings, Madera, and Tulare Counties, at various locations. Repair Transportation Management System (TMS) elements.	From: Various To: Various Dist: N/A	\$7,480	1.07

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

2020 Conformity Analysis Results Summary -- Fresno

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 and 2015 Ozone	2020 Budget	6.7	23.9		
	2020	6.4	22.9	YES	YES
	2023 Budget	5.5	14.1		
	2023	5.4	13.9	YES	YES
	2026 Budget	4.9	13.2		
	2026	4.8	12.7	YES	YES
	2029 Budget	4.5	12.4		
	2029	4.3	12.0	YES	YES
	2031 Budget	4.2	12.1		
	2031	4.0	11.5	YES	YES
	2037	3.4	11.1	YES	YES
2042	3.2	11.3	YES	YES	

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2020 Budget	7.0	25.4		
	2020	6.7	23.9	YES	YES
	Adjusted 2020 Budget	7.2	25.1		
	2029	7.2	12.4	YES	YES
	Adjusted 2020 Budget	7.8	24.2		
	2037	7.8	11.5	YES	YES
	Adjusted 2020 Budget	7.5	24.7		
	2042	7.5	11.6	YES	YES

PM-10	Total On-Road Exhaust		Paved Road Dust		Unpaved Road Dust		Road Construction Dust		Total	
	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox
2020	1.754	23.874	3.994		0.596		0.367		6.7	23.9
2029	1.862	12.414	4.423		0.596		0.300		7.2	12.4
2037	1.975	11.479	4.642		0.596		0.603		7.8	11.5
2042	2.064	11.629	4.808		0.596		0.015		7.5	11.6

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-Hour and 1997 & 2012 Annual PM2.5 Standards	2014 Budget	1.1	31.4		
	2021	0.8	22.0	YES	YES
	2014 Budget	1.1	31.4		
	2029	0.8	12.4	YES	YES
	2014 Budget	1.1	31.4		
	2037	0.8	11.5	YES	YES
	2014 Budget	1.1	31.4		
	2042	0.8	11.6	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2006 PM2.5 Winter 24-Hour Standard	2020 Budget	0.9	25.9		
	2020	0.8	24.4	YES	YES
	2023 Budget	0.8	15.5		
	2023	0.7	14.8	YES	YES
	2024 Budget	0.8	15.0		
	2024	0.7	14.3	YES	YES
	2024 Budget	0.8	15.0		
	2031	0.8	12.2	YES	YES
	2024 Budget	0.8	15.0		
	2037	0.8	11.7	YES	YES
	2024 Budget	0.8	15.0		
2042	0.8	11.8	YES	YES	

EMFAC Emissions (tons/day)

FRESNO

<u>Pollutant</u>	<u>Source</u>	<u>Description</u>			2020	2023	2026	2029	2031	2037	2042	
2008 and 2015 Ozone												
Ozone	EMFAC 2014 (Summer Run)	ROG Total Exhaust (All Vehicles Total)			6.38	5.33	4.72	4.30	3.98	3.36	3.12	
		Conformity Total			6.40	5.40	4.80	4.30	4.00	3.40	3.20	
Ozone	EMFAC 2014 (Summer Run)	NOx Total Exhaust (All Vehicles Total)			22.82	13.81	12.68	11.95	11.50	11.08	11.23	
		Conformity Total			22.90	13.90	12.70	12.00	11.50	11.10	11.30	
PM-10												
PM-10	EMFAC 2014 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear			1.75			1.86		1.98	2.06	
		Conformity Total			1.75			1.86		1.98	2.06	
PM-10	EMFAC 2014 (Annual Run)	NOx Total Exhaust (All Vehicles Total)			23.87			12.41		11.48	11.63	
		Conformity Total			23.87			12.41		11.48	11.63	
PM2.5 Annual (1997 and 2012 standards)												
PM2.5 Annual (1997 and 2012 standards)	EMFAC 2014 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear			0.77			0.77		0.81	0.84	
		Conformity Total			0.80			0.80		0.80	0.80	
PM2.5 Annual (1997 and 2012 standards)	EMFAC 2014 (Annual Run)	NOx Total Exhaust (All Vehicles Total)			22.00			12.41		11.48	11.63	
		Conformity Total			22.00			12.40		11.50	11.60	
PM2.5 24-hour (2006 standard)												
PM2.5 24-hour (2006 standard)	EMFAC 2014 (Winter Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear			0.79	0.74	0.74			0.77	0.81	0.84
		Conformity Total			0.80	0.70	0.70			0.80	0.80	0.80
PM2.5 24-hour (2006 standard)	EMFAC 2014 (Winter Run)	NOx Total Exhaust (All Vehicles Total)			24.44	14.76	14.28			12.16	11.66	11.80
		Conformity Total			24.40	14.80	14.30			12.20	11.70	11.80

Road Construction Dust

FRESNO

Description	2020		2029		2037		2042	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
	Baseline	2005	6380	2020	6749	2029	6930	2037
Horizon	2020	6749	2029	6930	2037	7253	2042	7258
Difference	15	369	9	181	8	323	5	5
Lane Miles per Year		25		20		40		1
Acres Disturbed		95		78		157		4
Acre-Months		1716		1403		2819		70
Emissions (tons/year)		188.754		154.317		310.042		7.695
Annual Average Day Emissions (tons)		0.517		0.423		0.849		0.021
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
Total Emissions (tons per day)		0.367		0.300		0.603		0.015

Paved Road Dust Emissions (tons/day)

FRESNO 2020

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
Enter Freeway VMT ==>	Freeway	8,712,987	3,180	243.000	236.332	0.647	0.599
Enter Arterial VMT ==>	Arterial	12,571,062	4,588	583.411	567.404	1.555	1.116
Enter Collector VMT ==>	Collector	2,312,125	844	107.304	104.359	0.286	0.170
	Urban	782,383	286	272.024	264.560	0.725	0.490
Enter Total of Urban and Rural Local VMT Here =>	Rural	443,923	162	667.663	649.344	1.779	1.619
	Totals	24,822,480	9,060	1873.402	1822.000	4.992	3.994

FRESNO 2029

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
Enter Freeway VMT ==>	Freeway	10,164,513	3,710	283.482	275.704	0.755	0.699
Enter Arterial VMT ==>	Arterial	14,073,375	5,137	653.132	635.212	1.740	1.250
Enter Collector VMT ==>	Collector	2,525,446	922	117.204	113.988	0.312	0.185
	Urban	849,467	310	295.348	287.244	0.787	0.532
Enter Total of Urban and Rural Local VMT Here =>	Rural	481,986	176	724.911	705.021	1.932	1.758
	Totals	28,094,787	10,255	2074.076	2017.169	5.526	4.423

FRESNO 2037

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
Enter Freeway VMT ==>	Freeway	11,075,106	4,042	308.877	300.403	0.823	0.761
Enter Arterial VMT ==>	Arterial	14,829,261	5,413	688.212	669.329	1.834	1.317
Enter Collector VMT ==>	Collector	2,614,248	954	121.325	117.996	0.323	0.192
	Urban	879,986	321	305.959	297.564	0.815	0.551
Enter Total of Urban and Rural Local VMT Here =>	Rural	499,302	182	750.955	730.350	2.001	1.821
	Totals	29,897,903	10,913	2175.328	2115.643	5.796	4.642

FRESNO 2042

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
Enter Freeway VMT ==>	Freeway	11,639,380	4,248	324.615	315.708	0.865	0.800
Enter Arterial VMT ==>	Arterial	15,423,815	5,630	715.805	696.165	1.907	1.369
Enter Collector VMT ==>	Collector	2,739,385	1,000	127.132	123.644	0.339	0.201
	Urban	904,146	330	314.359	305.734	0.838	0.566
Enter Total of Urban and Rural Local VMT Here =>	Rural	513,011	187	771.573	750.403	2.056	1.871
	Totals	31,219,737	11,395	2253.484	2191.654	6.005	4.808

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

NOTE: THESE EMISSION FACTORS APPLY TO ALL WORKSHEETS - DO NOT CHANGE

Emission Factors					
Road Type	Silt Loading	Weight	k (lb PM10/ VMT)	Base EF (lb PM10/ VMT)	
Freeway	0.02	2.4	0.0022	0.000152818	EFFreeway
Arterial	0.035	2.4	0.0022	0.000254296	EFArterial
Collector	0.035	2.4	0.0022	0.000254296	EFCollector
Local	0.32	2.4	0.0022	0.00190513	EFLocal
Rural	1.6	2.4	0.0022	0.008241141	EFRural

FRESNO

HPMS Local Urban/Rural Percent From 1998 Assembly of Statistical Reports - Caltrans
63.8% Urban
36.2% Rural
100.0% Total

FRESNO

	January	February	March	April	May	June	July	August	September	October	November	December	Total/Average
Rain Days	7.4	6.6	6.6	3.6	1.8	0.4	0	0	1.0	2.0	4.6	5.8	39.8
Total Days	31	28	31	30	31	30	31	31	30	31	30	31	365
Rain Reduction Factor	0.94	0.94	0.95	0.97	0.99	1.00	1.00	1.00	0.99	0.98	0.96	0.95	0.97

Unpaved Road Dust Emissions (tons/day)

FRESNO 2020

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	100.45	10	366.6	366.643	326.403	0.894	0.333	0.596

FRESNO 2029

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	100.45	10	366.6	366.643	326.403	0.894	0.333	0.596

FRESNO 2037

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	100.45	10	366.6	366.643	326.403	0.894	0.333	0.596

FRESNO 2042

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	100.45	10	366.6	366.643	326.403	0.894	0.333	0.596

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

FRESNO													
	January	February	March	April	May	June	July	August	September	October	November	December	Total/Average
Rain Days	7.4	6.6	6.6	3.6	1.8	0.4	0	0.000	1.0	2.0	4.6	5.8	39.8
Total Days	31	28	31	30	31	30	31	31.000	30	31	30	31	365
Rain Reduction Factor	0.76	0.76	0.79	0.88	0.94	0.99	1.00	1.00	0.97	0.94	0.85	0.81	0.89

PM10 Emission Trading Worksheet

Fresno (SJV) CONFORMITY ESTIMATES (tons/day)

	2020		2029		2037		2042	
	PM10	NOx	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	1.754	23.874	1.862	12.414	1.975	11.479	2.064	11.629
Paved Road Dust	3.994		4.423		4.642		4.808	
Unpaved Road Dust	0.596		0.596		0.596		0.596	
Road Construction Dust	0.367		0.300		0.603		0.015	
Total	6.711	23.874	7.182	12.414	7.816	11.479	7.483	11.629

Difference (2020 Budget - 2020)

	PM10	NOx
2020 Budgets	7.0	25.4
2020	6.7	23.9
Difference	0.3	1.5
* 1.5 (Adjustment to NOx Budget)	-0.5	

NOTE: ONLY IMPLEMENT TRADING IF NECESSARY (I.E., CONFORMITY FAILURE IN TOTALS WORKSHEET)

Difference (2020 Budget - 2029)

	PM10	NOx
2020 Budgets	7.0	25.4
2029	7.2	12.4
Difference	-0.2	13.0
* 1.5 (Adjustment to NOx Budget)	0.3	

NOTE: ONLY IMPLEMENT TRADING IF NECESSARY (I.E., CONFORMITY FAILURE IN TOTALS WORKSHEET)

Difference (2020 Budget - 2037)

	PM10	NOx
2020 Budgets	7.0	25.4
2037	7.8	11.5
Difference	-0.8	13.9
* 1.5 (Adjustment to NOx Budget)	1.2	

NOTE: ONLY IMPLEMENT TRADING IF NECESSARY (I.E., CONFORMITY FAILURE IN TOTALS WORKSHEET)

Difference (2020 Budget - 2042)

	PM10	NOx
2020 Budgets	7.0	25.4
2042	7.5	11.6
Difference	-0.5	13.8
* 1.5 (Adjustment to NOx Budget)	0.8	

NOTE: ONLY IMPLEMENT TRADING IF NECESSARY (I.E., CONFORMITY FAILURE IN TOTALS WORKSHEET)

1:1.5 PM10 to NOx Trading

Adjusted 2020 Budget	6.7	25.9
2020 Conformity Total	6.7	23.9
Difference	0.0	2.0

TRADING WAS NOT IMPLEMENTED

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

Adjusted 2020 Budget	7.2	25.1
2029 Conformity Total	7.2	12.4
Difference	0.0	12.7

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

Adjusted 2020 Budget	7.8	24.2
2037 Conformity Total	7.8	11.5
Difference	0.0	12.7

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

Adjusted 2020 Budget	7.5	24.7
2042 Conformity Total	7.5	11.6
Difference	0.0	13.1

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

Year	NOx Exhaust	TOG Evaporative	TOG Exhaust	PM Exhaust	CO Exhaust
2021	1.0001	1.0001	1.0001	1.0012	1.0004
2022	1.0002	1.0004	1.0001	1.0034	1.0013
2023	1.0005	1.0008	1.0003	1.0066	1.0026
2024	1.001	1.0014	1.0005	1.0105	1.0041
2025	1.0016	1.0021	1.0009	1.0149	1.0058
2026	1.0022	1.003	1.0012	1.0183	1.0076
2027	1.0029	1.0039	1.0016	1.0208	1.0095
2028	1.0036	1.005	1.002	1.0224	1.0116
2029	1.0044	1.0063	1.0025	1.0241	1.0139
2030	1.0052	1.0078	1.003	1.026	1.0162
2031	1.0061	1.0095	1.0036	1.0279	1.0186
2032	1.0071	1.0114	1.0042	1.0299	1.021
2033	1.0081	1.0134	1.005	1.032	1.0235
2034	1.0091	1.0156	1.0059	1.0341	1.026
2035	1.0103	1.0179	1.007	1.0362	1.0285
2036	1.0114	1.0202	1.0082	1.0382	1.0309
2037	1.0125	1.0224	1.0096	1.04	1.0332
2038	1.0137	1.0247	1.0111	1.0418	1.0353
2039	1.0148	1.0269	1.0126	1.0435	1.0372
2040	1.0158	1.029	1.0141	1.0449	1.0389
2041	1.0167	1.0309	1.0154	1.0461	1.0404
2042	1.0176	1.0326	1.0168	1.0471	1.0418
2043	1.0183	1.034	1.018	1.048	1.0429
2044	1.019	1.0352	1.019	1.0487	1.0439
2045	1.0195	1.0364	1.0199	1.0494	1.0448
2046	1.02	1.0373	1.0206	1.0499	1.0454
2047	1.0204	1.0384	1.0213	1.0504	1.0461
2048	1.0208	1.0393	1.0218	1.0508	1.0467
2049	1.0209	1.04	1.0221	1.051	1.047
2050	1.021	1.0406	1.0224	1.0512	1.0472

CARB SAFE Vehicles Rule Adjustment Factors

APPENDIX D

**TIMELY IMPLEMENTATION DOCUMENTATION FOR
TRANSPORTATION CONTROL MEASURES**

**Fresno Council of Governments
2002 RACM Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY**

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u>	<u>Implementation Status</u>
				2019 FTIP Amendment #6 / 2018 RTP Amendment #2 (as of 07/2019)	2019 FTIP Amendment #12 / 2018 RTP Amendment #3 (as of 08/2020)
FR-TCM3	Fresno COG	Voluntary Rideshare Program and Employer Incentive Program	Operate Transportation Demand Management Program	Fresno COG will continue to implement this program. Funding is included in the 2019-20 Overall Work Program.	Fresno COG continues to implement this program with funding included in the 2020-21 Overall Work Program.
FR1.1	Clovis / Clovis Transit	Regional Express Bus Program	Review and evaluate travel. Improve and expand system with purchase of new vehicles. Continue to evaluate possible express routes where feasible.	Staff continues to evaluate regional transit services. No need yet identified.	While staff continues to evaluate region transit services, no need has yet been identified.
FR1.2	Clovis / Clovis Transit	Transit Access to Airports	Provide access to Fresno Yosemite International Airport.	Access to and from Fresno Yosemite International Airport continues to be provided by Clovis "Roundup" which provides curb to curb service for senior and disabled residents from their homes. Clovis "Stageline" services continues to coordinate with Fresno Area Express (FAX) to provide regular route service to the airport.	Clovis "Roundup" service provides curb to curb access to and from Fresno Yosemite International Airport for senior and disabled residents from their homes while "Stageline" service continues to coordinate with Fresno Area Express (FAX) to provide regular route service to the airport.
FR5.9	Clovis / Clovis Transit	Bus Pullouts in Curbs for Passenger Loading	Provide bus pullouts as appropriate with new capital improvement or development.	Bus pullouts are included in new construction.	New construction includes bus pullouts.
FR10.2	Clovis / Clovis Transit	Bike Racks on Buses	Include bike racks with new vehicle purchases.	All new fixed route buses are purchased with a bicycle rack on the front of the vehicle.	All new fixed route buses are purchased with a bicycle rack on the front of the vehicle.
FR10.7	Clovis / Clovis Transit	Require inclusion of bicycle lanes on state or federally funded thoroughfare projects.	Locate bicycle lanes on state or federally funded highway projects.	The city of Clovis has designed and constructed bicycles lanes on State and Federally funded projects where right-of-way and funding allowed. Clovis will continue to install bicycle facilities with all new development as appropriate.	The City of Clovis continues to design and construct bicycle lanes on State and Federally funded projects where funding and right-of-way allows. The City also continues to install bicycle facilities with new development when appropriate.
FR19.5	Clovis / Clovis Transit	Transit Stop Improvements	Provide transit stop improvements, including benches, shelters, and lighting.	Ongoing. Damaged benches have been replaced or repaired. Improvements to bus stops and bus shelters will continue, particularly if routes are expanded.	Improvements ongoing. Damged benches have been replaced or repaired. Improvements will continue to be made to bus stops and shelters, particularly if routes are expanded.
FR5.4	Coalinga	Site-Specific Transportation Control Measures	Intersection improvements through review of proposed developments.	The City of Coalinga continues to review the need for this measure at appropriate locations, but has not identified a specific need at this time.	The City of Coalinga has not identified a specific need for this measure at this time but continues to review the need for this measure at appropriate locations.

**Fresno Council of Governments
2002 RACM Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY**

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u> 2019 FTIP Amendment #6 / 2018 RTP Amendment #2 (as of 07/2019)	<u>Implementation Status</u> 2019 FTIP Amendment #12 / 2018 RTP Amendment #3 (as of 08/2020)
FR9.2	Coalinga	Encouragement of Pedestrian Travel	Promotion of pedestrian travel. Expend sidewalks and crosswalks.	All projects in TID table are completed. Private developments are required to install sidewalks as part of the planning and building approval process (Zoning Ordinance).	All projects in TID table are completed. Private developments are required to install sidewalks as part of the planning and building approval process (Zoning Ordinance).
FR-TCM1	Firebaugh	Traffic Flow Improvements	Apply for funding to create park and ride lot.	Project complete.	Project is complete.
FR5.4	Fowler	Site-Specific Transportation Control Measures	Monitor traffic flows and make improvements as needed.	Vehicular traffic within the City of Fowler does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified.	No need has yet to be identified. Vehicular traffic within the City of Fowler does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City.
FR-TCM1	Fowler	Traffic Flow Improvements	Monitor growth and respond appropriately.	Project is progressing, and is updated on the TID Tables.	Project is progressing, and is updated on the TID Tables.
FR1.2	Fresno / Fresno Area Express	Transit Access to Airports	Public transportation to airports. Implementation of this strategy is in effect.	Service to airport is in effect.	Airport service is in effect.
FR5.9	Fresno / Fresno Area Express	Bus Pullouts in Curbs for Passenger Loading	Provide for bus pullouts. Review the need and evaluate benefits of providing bus pullouts for major projects.	All new street construction and capital improvement projects are constructing far side or mid-block bus bays, as feasible per safety and traffic flow, per City of Fresno Public Works standards.	All new street construction and capital improvement projects are constructing far side or mid-block bus bays, as feasible per safety and traffic flow, per City of Fresno Public Works standards.
FR5.16	Fresno / Fresno Area Express	Adaptive traffic signals and signal timing	Adjust traffic timing and install 470 cameras at various locations.	All new traffic signal projects comply with FHWA and City of Fresno adopted ITS standards. The city continues to use development fees and grant funds to improve system.	New traffic signal projects will comply with FHWA and City of Fresno standards for ITS. The City continues to use development fees and grant funds to improve the system.
FR10.2	Fresno / Fresno Area Express	Bike Racks on Buses	Promotes placement of bicycle racks on buses. All 108 buses have installed bus racks.	All buses have installed bike racks. New buses include bike racks.	New buses include bike racks and all buses have been retrofitted with bike racks.
FR10.4	Fresno / Fresno Area Express	Development of Bicycle Travel Facilities	Accommodate bicycle lanes with new or substantially expanded major street right-of-ways at the time of development.	New development will continue to construct on-street bike lanes. The City of Fresno has installed several miles of bike lanes in each of the recent FTIP cycles using CMAQ funds in the existing urbanized area.	On-street bike lanes are included in new development and the City of Fresno has used CMAQ funding to install several miles of bike lanes in each FTIP cycle.

**Fresno Council of Governments
2002 RACM Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY**

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u>	<u>Implementation Status</u>
				2019 FTIP Amendment #6 / 2018 RTP Amendment #2 (as of 07/2019)	2019 FTIP Amendment #12 / 2018 RTP Amendment #3 (as of 08/2020)
FR10.5	Fresno / Fresno Area Express	Expedite Bicycle Projects from RTP	Build out bicycle projects at an accelerated rate.	The City of Fresno has installed several miles of bike lanes in each of the recent FTIP cycles using CMAQ funds in the existing urbanized area. New development will continue to construct on-street bike lanes.	City of Fresno has used CMAQ funding to install several miles of bike lanes in each FTIP cycle and on-street bike lanes are included in new development .
FR10.7	Fresno / Fresno Area Express	Require inclusion of bicycle lanes on state or federally funded thoroughfare projects.	Provide adequate right-of-way for bike lanes along all major streets to the extent economically and physically feasible, including streets that are improved with Federal or State funds.	New projects require bike lanes on major streets, where feasible. In some instances, physical or other issues may limit the inclusion of bike lanes.	All new projects that are state or federally funded require bike lanes on major streets, where feasible. In some instances, physical or other issues may limit the inclusion of bike lanes.
FR15.2	Fresno / Fresno Area Express	Pedestrian and Bicycle Overpasses Where Safety Dictates	Evaluate the need for pedestrian and bicycle overpasses as the need arises.	Safety evaluation is on-going as development proposals are received and as traffic patterns change. No need yet identified.	No need has yet to be identified, safety evaluation is continuously ongoing as development proposals are received and as traffic patterns change.
FR19.5	Fresno / Fresno Area Express	Transit Stop Improvements	On-going improvement program, including bus stops, benches, and shelters.	Fresno continues to implement on-going improvements. FTIP Project FRE021510 includes funding for these small scale individual projects.	Project FRE021510 on the FTIP includes funding for these small scale individual projects while the City of Fresno continues to implement ongoing improvements
FR5.3	Kerman	Reduce Traffic Congestion at Major Intersections	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	Commitment 5.2/19.25 on Project TID table: Complete.	Commitment 5.2/19.25 on Project TID table: Complete.
FR5.4	Kerman	Site-Specific Transportation Control Measures	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	Development projects are required to make improvements that will conform to Kerman's general plan.	Projects that include development are required to make improvements that will conform to the City of Kerman General Plan
FR9.3	Kerman	Bicycle/Pedestrian Program	Fund high priority bicycle/pedestrian projects in countywide plans.	All new collector streets are striped for Class II bicycle lanes.	All new collector streets will be striped for Class II bicycle lanes.

**Fresno Council of Governments
2002 RACM Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY**

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u>	<u>Implementation Status</u>
				2019 FTIP Amendment #6 / 2018 RTP Amendment #2 (as of 07/2019)	2019 FTIP Amendment #12 / 2018 RTP Amendment #3 (as of 08/2020)
FR-TCM1	Kerman	Traffic Flow Improvements	Continuously evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic.	Latest traffic flow project completed. The city will continue to evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic.	The City has completed the latest traffic flow projects and is actively evaluating traffic conditions. The City will plan, program, and implement projects to provide free flowing traffic as needed.
FR9.2	Kingsburg	Encouragement of Pedestrian Travel	Promotion of pedestrian travel. Expanded network of sidewalks and crosswalks to improve pedestrian access.	FR 9.2-FRE 040113 (TID Table) complete. Kingsburg continues commitment to bike/ped projects using CMAQ funding.	FR 9.2-FRE 040113 (TID Table) complete. Kingsburg continues commitment to bike/ped projects using CMAQ funding.
FR9.5	Kingsburg	Encouragement of Bicycle Travel	Promotion of pedestrian travel. Capital improvements to increase bicycle use. Build out at an accelerated rate to achieve benefits in time for attainment deadline of 2005.	Commitment FR9.5 - FRE 040112 (TID Table) complete.	Commitment FR9.5 - FRE 040112 (TID Table) complete.
FR19.18	Mendota	Pedestrian Facilities	Expanded network of sidewalks and crosswalks to improve pedestrian access.	FR 19.18 (TID Table) complete	FR 19.18 (TID Table) complete
FR-TCM1	Orange Cove	Traffic Flow Improvements	Evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic	The first traffic signal was installed in Orange Cove in 2009 at Anchor and South Ave. Traffic flows are routinely observed and monitored during field excursions within the City. No additional need yet identified.	The City's traffic flows are routinely observed and monitored during field excursions. No additional need has yet to be identified.
FR5.3	Parlier	Reduce Traffic Congestion at Major Intersections	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	All intersections within the City of Parlier continue to operate at acceptable levels of service. The city will continue to monitor and make improvements as needed.	All intersections within the City of Parlier continue to operate at acceptable levels of service. The city will continue to monitor and make improvements as necessary.
FR5.4	Parlier	Site-Specific Transportation Control Measures	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	FR5.4 (TID Table) Complete. Traffic flows are routinely observed and monitored during field excursions within the City. No additional need identified.	FR5.4 (TID Table) Complete. No additional need has been identified. The City routinely observes and monitors traffic flows during field excursions.

**Fresno Council of Governments
2002 RACM Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY**

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u>	<u>Implementation Status</u>
				2019 FTIP Amendment #6 / 2018 RTP Amendment #2 (as of 07/2019)	2019 FTIP Amendment #12 / 2018 RTP Amendment #3 (as of 08/2020)
FR-TCM1	Parlier	Traffic Flow Improvements	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	Traffic flows are monitored during field excursions to the City of Parlier. No additional need identified at this time.	No additional need has been identified. The City routinely observes and monitors traffic flows during field excursions.
FR5.3	Reedley	Reduce Traffic Congestion at Major Intersections	Continue to monitor congestion throughout the City and make improvements as warranted.	The city continues to conduct yearly traffic counts at all of its major intersections, monitoring the level of service. Walkability evaluation and capacity reviews continue. Reedley has incorporated bike facilities in all developments and all federal aid programs.	City of Reedley continues to monitor level of service and conduct yearly traffic counts. The City also continues its walkability evaluation and capacity reviews. Reedley has incorporated bike facilities in all developments and all federal aid programs.
FR5.4	Reedley	Site-Specific Transportation Control Measures	This measure could include geometric or traffic control improvements at specific congested intersections or at other substandard locations.	The City continues to conduct yearly traffic counts at all of its major intersections, monitoring its current level of service. No additional need identified at this time.	No additional action has been identified at this time. City will continue to conduct yearly traffic counts at all of its major intersections, as well as monitor its current level of service.
FR9.2	Reedley	Encouragement of Pedestrian Travel	Plan, program, and execute projects that encourage both pedestrian and bicycle travel.	FR9.2 (TID Table) Complete.	FR9.2 (TID Table) Complete.
FR10.4	Reedley	Development of Bicycle Travel Facilities	Encourage a variety of capital improvements to increase bicycle use.	FR10.5 (TID Table) Complete. Two Phases: Buttonwillow ditch COMPLETE; Bike path over ditch COMPLETE	FR10.5 (TID Table) Complete. Two phases are complete.
FR10.5	Reedley	Expedite Bicycle Projects from RTP	Build out bicycle and pedestrian plan at an accelerated rate to achieve benefits in time for attainment deadline in 2005.	FR10.5 (TID Table) Complete. Two Phases: Buttonwillow ditch COMPLETE; Bike path over ditch COMPLETE.	FR10.5 (TID Table) Complete. Two phases are complete.
FR10.7	Reedley	Require inclusion of bicycle lanes on state or federally funded thoroughfare projects.	Construction projects that involve state or federal funds shall include provisions for bicycle lanes when practical.	The City continues commitment to including the installation of bike lanes and the construction of bike trails whenever practical.	City of Reedley continues its commitment to including the installation of bike lanes and construction of bike trails wherever it is deemed practical.

**Fresno Council of Governments
2002 RACM Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY**

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u>	<u>Implementation Status</u>
				2019 FTIP Amendment #6 / 2018 RTP Amendment #2 (as of 07/2019)	2019 FTIP Amendment #12 / 2018 RTP Amendment #3 (as of 08/2020)
FR-TCM1	Reedley	Traffic Flow Improvements	Continuously evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic.	The City conducts yearly traffic counts at all of its major intersections, monitoring its current level of service.	City of Reedley conducts yearly traffic counts at all of its major intersections, and monitors its current level of service.
FR-TCM4	Reedley	Bicycle Lanes and Facilities	Fund high priority bicycle/pedestrian projects in countywide plans.	The Reedley Bicycle Master Plan was prepared with the countywide plan in mind and every effort was made to keep and enhance the connectivity of the county plan through the City of Reedley. The City is committed to including the installation of bike lanes and the construction of bike trails whenever practical.	City of Reedley remains committed to including the installation of bike lanes and the construction of bike trails wherever practical. The Reedley Bicycle Master Plan was prepared with the countywide plan in mind and every effort is made to keep and enhance the connectivity of the county plan throughout the City.
FR-TCM5	Reedley	Alternative Fuels Program	Purchase of additional CNG vans.	City transit vans are CNG. No additional need identified.	City transit vans are CNG. No additional need identified.
FR19.18	Reedley	Pedestrian Facilities	Expanded network of sidewalks and crosswalks to improve pedestrian access.	FR19-8 (TID Table) Complete.	FR19-8 (TID Table) Complete.
FR5.4	Sanger	Site-Specific Transportation Control Measures	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	Commitment FR 5.2/19.25/TCM1 in Project TID table is complete. The city continues to monitor increasing traffic flows and congestion to identify potential project opportunities.	Commitment FR 5.2/19.25/TCM1 in Project TID table is complete. The City of Sanger also continues to monitor increasing traffic flows and congestion in the effort to identify potential project opportunities.
FR9.2	Sanger	Encouragement of Pedestrian Travel	Continue to plan, program, and construct projects that encourage pedestrian travel.	Sanger bicycle plan allows bicycling to become an alternative and viable mode of transportation. Active Transportation Program and CMAQ funding will be used for bike paths and sidewalks. Subdivision projects are required to install various pedestrian trails and bike lanes along with parks where applicable.	The City of Sanger bicycle plan asserts cycling as an alternative and viable mode of transportation. ATP and CMAQ funding will be used for bike paths and sidewalks. Subdivision projects are required to install trails and bike lanes along parks, where applicable.
FR5.3	San Joaquin	Reduce Traffic Congestion at Major Intersections	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	City of San Joaquin traffic levels do not cause any congestion. The city will continue to monitor the need for improvements. No need identified at this time.	Traffic levels in the City of San Joaquin do not cause congestion. The City will continue to monitor the need for improvements, but no need is identified at this time.

**Fresno Council of Governments
2002 RACM Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY**

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u>	<u>Implementation Status</u>
				2019 FTIP Amendment #6 / 2018 RTP Amendment #2 (as of 07/2019)	2019 FTIP Amendment #12 / 2018 RTP Amendment #3 (as of 08/2020)
FR5.4	San Joaquin	Site-Specific Transportation Control Measures	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	All development projects are required to make improvements that will conform to the city's general plan.	Development projects in the City are required to make improvements that will conform to the General Plan.
FR9.3	San Joaquin	Bicycle/Pedestrian Program	Fund high priority bicycle/pedestrian projects in countywide plans.	All new collector streets are striped for bicycle lanes.	All new collector streets are striped for bicycle lanes.
FR-TCM1	San Joaquin	Traffic Flow Improvements	Continuously evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic.	The City of San Joaquin evaluated traffic conditions and traffic flow in the circulation/traffic element of the City's adopted Community/General Plan. No additional needs identified at this time.	As part of the City's adopted Community/General Plan, the city continually monitors traffic conditions and flows under the circulation/traffic element.
FR5.4	Selma	Site-Specific Transportation Control Measures	This measure could include geometric or traffic control improvements at specific congested intersections or at other substandard locations.	Vehicular traffic within the City of Selma does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified.	Traffic in the City is not affected by delays associated with geometric or traffic control configurations. To this end, traffic flows are routinely observed and monitored during field excursions within the City, with no additional need yet to be identified.
FR9.3	Selma	Bicycle/Pedestrian Program	Fund high priority bicycle/pedestrian projects in countywide plans.	FR9.3 (TID Table) complete.	FR9.3 (TID Table) complete.
FR5.2	Fresno County	Coordinate Traffic Signal Systems	Installation of hard-wire and fiber optic signal interconnection.	System operation continues to be dependent on implementation by the City of Fresno. Fresno County has completed installation of hard-wire and fiber optic interconnection infrastructure on all major corridors under County jurisdiction in the Fresno-Clovis metro area. The City of Fresno has completed ITS Phase 3-creating an efficient citiwide traffic coordination system.Total cost for the 3 phases-\$15 million.(CMAQ, RSTP) The City implemented Traffic Signal Mitigation Impact Fees for developer constructed ITS will provide\$23 million.All traffic signal projects include ITS per City ITS standards.	System operation continues to be dependent on implementation by the City of Fresno. Fresno County has completed installation of hard-wire and fiber optic interconnection infrastructure on all major corridors under County jurisdiction in the Fresno-Clovis metro area. The City of Fresno has completed ITS Phase 3 which created an efficient citiwide traffic coordination system. The total cost for the 3 phases is \$15 million (through CMAQ, RSTP). City of Fresno implemented Traffic Signal Mitigation Impact Fees for developer constructed ITS which provides \$23 million. All traffic signal projects include ITS per City of Fresno ITS standards.

**Fresno Council of Governments
2002 RACM Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY**

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u>	<u>Implementation Status</u>
				2019 FTIP Amendment #6 / 2018 RTP Amendment #2 (as of 07/2019)	2019 FTIP Amendment #12 / 2018 RTP Amendment #3 (as of 08/2020)
FR5.4	Fresno County	Site-Specific Transportation Control Measures	This measure could include geometric or traffic control improvements at specific congested intersections or at other substandard locations.	FR5.4 (TID Tables) Complete. Ongoing measure.	FR5.4 (TID Tables) Complete. Ongoing measure.
FR10.7A	Fresno County	Require Inclusion of Paved Shoulders Adequate for Bicycle Use on State or Federally Funded Reconstruction or Widening of Federal Major Collectors or Greater	Require construction of paved shoulders to meet at least minimum class II bike lane standards on state or federally funded reconstruction or widening of federal major collectors or greater.	FR10.7 (TID Tables) Complete. Ongoing measure.	FR10.7 (TID Tables) Complete. Ongoing measure.
FR8.6	FCRTA	Subscription Services	Offer subscription services pursuant to Federal guidelines, in that at no time may a vehicle's capacity be subscribed for more than fifty percent (50%) of its capacity	FCRTA continues to maintain a Subscription Service program for each of its operations. Patrons for such Subscription Service represents less than five percent (5%) of our total ridership at this time. The FCRTA remains committed to pursuing this commitment.	While patrons for the Subscription Service program represent less than five percent (5%) of total ridership at this time, FCRTA continues to maintain the service for each of its operations. FCRTA remains committed to pursuing this service.
FR19.5	FCRTA	Transit Stop Improvements	Continue to implement improvements as warranted.	Continuous assessments are made to identify needs for additional bus stop improvements. The Agency has budgeted its Capital Reserve funds to install Bus Stop Shelters as warranted or requested throughout its operating areas. Additional improvements will continue to be installed as a further convenience to our patrons. The FCRTA remains committed to pursuing this commitment.	Continuous assessments are made to identify needs for additional bus stop improvements. FCRTA has budgeted its capital reserve funds to install bus stop shelters as warranted or requested throughout its operating areas. Additional improvements will continue to be installed as a further convenience to our patrons. The FCRTA remains committed to pursuing this commitment.

Fresno Council of Governments
Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Original Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>2018 RTP Amendment #2 / 2019 FTIP Amendment #6 2019 CONFORMITY</u>	<u>2018 RTP Amendment #3 / 2019 FTIP Amendment #12 2020 CONFORMITY</u>
								(as of 07/2019)	(as of 08/2020)
FR 5.10	Fresno COG	Freeway Service Patrol	on-going	not specified	2002	FRE020163	To Expand the Freeway Service Patrol to Serve Additional Segments of SR99, 168, and 180	Complete	Complete
					2002	FRE020649	To Support the Existing Freeway Service Patrol Along Segments of State Routes 41, 99, and 180 (Three Current Beats)	Complete	Complete
FR5/FR5.4	Clovis	Traffic Flow Improvements; Site Specific TCMs	in progress	not specified			Willow-Shaw Intersection	Complete	Complete
							Willow-Ashlan Intersection	Complete	Complete
							Willow-Bullard Intersection	Complete.	Complete.
							Willow-Barstow Intersection	Complete	Complete
							Willow-Herndon Intersection	Complete	Complete
							Bicycle Improvement: Southern Pacific Railroad, between Alluvial-S/O Dakota	Complete	Complete
							Bicycle Improvement: Villa, between Clovis-Southern Pacific Railroad	Complete	Complete
							Bicycle Improvement: Sierra, between Willow-Clovis	Complete	Complete
							Bicycle Improvement: Willow, Bullard-Sierra	Complete	Complete
							Bicycle Improvement: Fowler, N/O Dakota-Shaw	Complete	Complete
							Bicycle Improvement: Armstrong, between Tollhouse-Bullard	Complete	Complete
FR18-TCM1-TCM4	Clovis	Twenty projects	not specified	CMAQ & TEA					
		Shaw Signal Interconnect, Clovis-Temperance			1996/1998	NO ID NUMBER	Traffic signal interconnection along Shaw (Clovis-Temperance)	Complete	Complete
		Herndon Interconnect, Willow-Tollhouse			1996/1998	NO ID NUMBER	Traffic signal interconnection along Herndon (Willow-Tollhouse)	Complete	Complete
		Villa Interconnect, Bullard-Shaw			2000	FRE000104	Traffic Signal Interconnection along Villa Avenue (Bullard-Shaw)	Complete	Complete

Fresno Council of Governments
Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Original Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>2018 RTP Amendment #2 / 2019 FTIP Amendment #6 2019 CONFORMITY</u>	<u>2018 RTP Amendment #3 / 2019 FTIP Amendment #12 2020 CONFORMITY</u>
								(as of 07/2019)	(as of 08/2020)
		Ashlan Interconnect, Clovis-Winery			2000	FRE000101	Traffic Signal Interconnection along Ashlan Avenue (Clovis-Winery)	Complete	Complete
		Fowler Interconnect, Ashlan-Barstow			2000	FRE000109	Traffic Signal Interconnection along Fowler Avenue (Ashlan-Barstow)	Complete	Complete
		Clovis Traffic Management Center			2000	FRE000105	Construction of Traffic Management Center at Clovis City Hall Facility	Complete	Complete
		Clovis-Alluvial Traffic Signal			2000	FRE00106	Install Traffic Signal at Clovis and Alluvial Avenues	Complete	Complete
		Clovis-Sierra Traffic Signal			2000	FRE000165	New Signals at the Intersection of Clovis Avenue and Sierra Avenue	Complete	Complete
		Clovis Old Town Trail, Dayton-Willow			2000	FRE001805	Union Pacific's Clovis Branchline/Pinedale Spurline Railroad	Complete	Complete
		Dry Creek Trail Terminus, Minnewawa			2000	FRE001801	Corridor Trail Landscaping Project	Complete	Complete
		Dry Creek Trail, Alluvial-Nees			2000/2002	FRE001802/FRE021801	Dry Creek Trail Bicycle, Pedestrian & Landscaping Project Phase II (Alluvial to Nees)	Complete	Complete
		Treasure Ingmire Park Rest Stop			2000	FRE001803	Old Town Trail at Treasure Ingmire Park Rest Stop Project	Complete	Complete
		Grade Crossings Herndon			2000	FRE00102	Construction of Grade Crossings Along Old Town Trail at Herndon and Villa	Complete	Complete
		Villa			2000	FRE00102	Construction of Grade Crossings Along Old Town Trail at Herndon and Villa	Complete	Complete
		Nees			2000	FRE000112	Construction of Grade Crossings Along Old Town Trail at Willow and Nees Avenues	Complete	Complete
		Willow			2000	FRE000112	Construction of Grade Crossings Along Old Town Trail at Willow and Nees Avenues	Complete	Complete
		Ashlan Bicycle Lane			2000	FRE000107	Construct Bicycle Lane on Ashlan Avenue (Winery to Minnewawa Ave.)	Complete	Complete
		Shaw-Temperance Traffic Signal			1996/1998	NO ID NUMBER	Install actuated traffic signal & transitional pavement at & adjacent to Shaw & Temperance Ave.	Complete	Complete
		Clovis Civic Center Bicycle Lockers			1996	NO ID NUMBER	Install bicycle lockers at the Clovis Civic Center	Complete	Complete
		Installation of Bus Shelters			2000	FRE000110	Install Five Transit Bus Shelters at Various Locations	Complete	Complete
FR 5.3/TCM 1	Coalinga	Traffic signal on SR198 & Phelps Avenue		2003 CMAQ	2004	FRE020110	Install Traffic Signal at Intersection of SR33/SR198 and Phelps Avenue.	Complete	Complete

Fresno Council of Governments
Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Original Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>2018 RTP Amendment #2 / 2019 FTIP Amendment #6 2019 CONFORMITY</u>	<u>2018 RTP Amendment #3 / 2019 FTIP Amendment #12 2020 CONFORMITY</u>
								(as of 07/2019)	(as of 08/2020)
FR 9.3/9.5/10.4/10.5/10.7/TCM4/19.18	Coalinga	Off-street bike path on SR33 (Jayne Avenue), Merced Avenue-Willow Springs		2002 CMAQ	2002	FRE020107	Construct Bicycle Lane on Polk Street/SR198 (Merced to Willow Springs Ave.)	Complete	Complete
		Bicycle and Pedestrian Programs	implemented and ongoing	CMAQ, TEA			Bikeway: Monterey Ave. from creek at Cambridge Ave to Washington Street	Complete	Complete
							Bikeway: Cambridge Avenue from SR 33/Elm Avenue to Monterey Avenue	Complete	Complete
							Complete	Complete	
							Bikeway: Polk Street from Monterey Avenue to Merced Ave.	Complete	Complete
FR 5.3	Fowler	Add left turn phasing to intersection of Merced Street and Golden State Blvd.		2002 \$616,000 STP	2002	FRE020609	Golden State Boulevard/Merced Ave. Intersection Reconstruction to Improve Channel/Signalization	Complete	Complete
FR 9.3/10.4/10.5/10.7/TCM4/19.18	Fowler	Sidewalk improvements in the vicinity of 5th Street and Main Street	ongoing	CMAQ	2002	FRE020112	Construct Pedestrian Sidewalks Along Main Street (4th to 6th St.) and Along 5th Street (Main to Merced)	Complete	Complete
FR 5.1/5.2/TCM1	Fresno	Nine projects	underway	\$13 M CMAQ					
		FCMA Signal Synchronization (Phase I, II, and III)			1996 - 2002	FRE020118	FCMA Signal Synchronization Project Implementation All Phases	Complete	Complete
		Shaw & Blackstone			2000	FRE000117	Traffic Signal Improvements to Include Dual-Left Turn Phasing & Signal Appurtenances (Shaw and Blackstone Avenues)	Complete	Complete
		Shaw & Fresno			2000/2002	FRE020116	Traffic signal improvements to Include Dual-Left Turn Phasing & Signal Appurtenances (Shaw and Fresno Avenues)	Complete	Complete
		Shaw & First			2004	FRE020117	Traffic Signal Improvements to Include Dual-Left Turn Phasing & Signal Appurtenances at Intersection of Shaw Avenue and First Street	Complete	Complete
		Blackstone & Bullard			2004	FRE020119	Traffic Signal Improvements to Include Dual-Left Turn Phasing & Signal Appurtenances at Intersection of Blackstone and Bullard Avenues	Complete	Complete

Fresno Council of Governments
Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Original Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>2018 RTP Amendment #2 / 2019 FTIP Amendment #6 2019 CONFORMITY</u>	<u>2018 RTP Amendment #3 / 2019 FTIP Amendment #12 2020 CONFORMITY</u>
								(as of 07/2019)	(as of 08/2020)
		First & Tulare			2004	FRE020120	At Intersection of First Street and Tulare Avenue; Install Traffic Flow Improvements Including Dual Left-Turn Lanes & Intersection Improvements	Complete	Complete
		Shaw & West			2000/2002	FRE020121	Traffic Flow Improvements Including Dual Left-Turn Lanes & Intersection Improvements	Complete	Complete
		Chestnut & Kings Canyon			2004	FRE020122	At Intersection of Chestnut Avenue and Kings Canyon Road; Install Traffic Flow Improvements Including Dual Left-Turn Lanes & Intersection Improvements	Complete.	Complete.
		Cedar & Shaw			2000/2002	FRE020123	Traffic Flow Improvements Including Installation of Dual NB and SB Lanes & Separate Right Turn Lanes	Complete	Complete
		Fresno & Sierra			2004	FRE040620	Fresno Ave. at Sierra Ave. Additional turning lane and light turn phasing.	Complete	Complete
		Controller at Railroad Crossing			2000/2002	FRE020126	New Controller and Pre-Emption to Interconnect to Railroad Crossing, Reconstruct 3 Returns & New Signal Poles	Complete	Complete
		Marks & Weber			2004	FRE020127	At Marks and Weber Avenue Intersection; Install Traffic Flow Improvements Including Ultimate Build of Intersection & New Traffic Signal	Complete	Complete
		Clinton & West			2004	FRE020128	At Intersection of Clinton and West Avenues; Install Traffic Flow Improvements Including Dual EB & WB Left-Turn Lanes & Protected Left Phasing EB & WB	Complete	Complete
		Herndon, Van Ness & Marks			2000/2002	FRE020614	Widen From 4 to 6 Lanes Divided. (West Avenue to Marks Avenue) Modify Traffic Signals/Provide Dual Left Turns at turns at Van Ness & Marks Avenues. Provide Right Turn Lanes & Bus Bays	Complete	Complete
FR 9.2/9.3/9.5/TCM4/ 19.18	Fresno	Improve bicycle facilities	in progress	\$1.7 M CMAQ	2004	FRE020129	Lump-Sum Bicycle Facilities Including Lanes, Racks, Traffic Control Devices to Assist Bicyclist - On Major Streets	Complete	Complete

Fresno Council of Governments
Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Original Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>2018 RTP Amendment #2 /</u>	<u>2018 RTP Amendment #3 /</u>
								<u>2019 FTIP Amendment #6</u>	<u>2019 FTIP Amendment #12</u>
								<u>2019 CONFORMITY</u>	<u>2020 CONFORMITY</u>
								(as of 07/2019)	(as of 08/2020)
FR 5.2/5.3/5.4/5.5/19.25/TCM1	Huron	Install and synchronize two traffic signals; SR 269 improvements (4th & 9th Streets)	not specified; 2003	CMAQ; TEA					
					2002/2004	FRE020135	Install Traffic Signals on Lassen Ave. (SR 269) (4th and 9th Street intersections)	City of Huron continues coordination/consultation/discussion of alternatives with Caltrans (as it is a State Route) as well as the City Council. Completion is expected by the end of 2020	City of Huron and Caltrans will pursue alternatives to signals, TCM designation will be removed and substituted to an appropriate project. Estimated date of substitution is late 2020.
		SR269 Improvements			2002	FRE021001	SHOPP Lump-Sum Account Non-Capacity Increasing Projects: (Safety; Roadway/Roadside Rehab.; Damage Restoration; Operations & SHOPP TEA)	Complete	Complete
FR 9.2/9.3/9.5/10.4/10.5/10.6/TCM4/19.18	Huron	Pedestrian improvements for L Street and SR 269	not specified	TEA	2000	FRE001811	"L" Street Landscaped Bike & Pedestrian Pathway	Complete	Complete
FR 5.2/19.25	Kerman	Construct signal intertie for signals along Madera Avenue		2003 CMAQ	2002/2004	FRE020137	Traffic Signal Interconnect for Four Signals Along Madera Avenue from "E" Street to Whitesbridge Road. Install Signal at Madera & Stanislaus.	Complete	Complete
FR 5.3/5.4/TCM1	Kingsburg	Intersection improvements at SR 2001 and Draper Street and 18th Avenue		2004 CMAQ	2004	FRE040616	Eliminate 2 of 3 intersections at 18th Ave. and Sierra St.provide turn pockets & expand park(18 Ave & Sierra St. intersection improvement program.	Complete	Complete
							On 18th Avenue N/O Sierra Street; Provide a Right and Left-Turn Pocket at High School Access Approach	Complete	Complete
FR 9.2/9.3/10.4/10.5/10.7/TCM4/19.18	Orange Cove	Purchase abandoned right-of-way to develop multipurpose use trail	not specified	CMAQ	2002/2004	FRE020143	Purchase Abandoned AT & SF Railroad ROW from Anchor to Hills Valley Road For Construction of Future Pedestrian/Bicycle Trail	Complete.	Complete.
FR5.2/FR19.25	Parlier	Coordinate Traffic Signal Systems	2002/2003	not specified			Signal timing and coordination of Manning Avenue	Complete	Complete
FR 9.3/10.4/10.5/10.7/TCM4/19.18	Parlier	two bicycle projects		2003 partial CMAQ					

Fresno Council of Governments
Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Original Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>2018 RTP Amendment #2 / 2019 FTIP Amendment #6 2019 CONFORMITY</u>	<u>2018 RTP Amendment #3 / 2019 FTIP Amendment #12 2020 CONFORMITY</u>
								(as of 07/2019)	(as of 08/2020)
		Parlier (Mendocino to Madsen)			2000	FRE000626	Reconstruct, Widen and Install Curb, Gutter, and Sidewalk on Parlier Ave. (Mendocino Ave. to Newmark Ave.)	Complete	Complete
		Parlier			2000/2002	FRE020144	Construct Bicycle Facility Along E. Parlier Avenue (Madsen to Newmark Avenue)	Complete	Complete
		Bicycle/Pedestrian Program	2002-2003	potential sources identified, including CMAQ			Zediker Ave Sidewalks from Stanislaus St. to Fresno St.	Complete	Complete
							Construct curb access ramps at various locations	On going with TDA funds	On going with TDA funds
							4th Street sidewalk between Fig St. and East End	Complete	Complete
							I St. sidewalk between 4th St. and 3rd St.	Complete	Complete
							Repair broken Sidewalk at various locations	On going with TDA funds	On going with TDA funds
							Install traffic signal @ Parlier Ave. and Madsen Ave.	Complete	Complete
							Bike lanes E. Parlier Ave. between Newmark Ave. and Madsen Ave.	Complete	Complete
FR 5.2/19.25	Reedley	Coordination software; install additional signal facilities		2002 Federal	2000	FRE000130	Install traffic signal at "I" Street and Reed Ave. & coordinate equipment from Manning to 11th Street	Complete	Complete
FR 6.1/6.2/TCM6	Reedley	Park and ride lot		2002 Federal	1996/1998/2000	FRE000129	Acquisition & construction of 40-vehicle park & Ride facility for commuters & acquire adjacent abandoned railroad right-of-way	Complete	Complete
FR 9.3	Reedley	Construct portion of downtown rail-trail and design of two extensions	in process	partial CMAQ	2000/2002	FRE000132/FRE020147	Construct Bicycle Path/Pedestrian Trail Along Railbank Tulare Valley Railroad Corridor - Phase II (Dinuba to Buttonwillow)	Complete	Complete
					2002/2004	FRE021808	Acquire Right-Of-Way and Construct Bicycle/Pedestrian Trail Adjacent Existing Union Pacific Railroad Tracks (Manning Avenue to Kings River)	Complete	Complete
FR-19.4	Reedley	Increase Parking at Transit Centers or Stops	this year (2002)	not specified			Construct first city park and ride lot	Complete	Complete
No. 4	Reedley	Purchase PM-10 streetsweeper	not specified	CMAQ	2000	FRE000131	Replace City's Older Diesel Street Sweeper With An Alternately Fueled CNG Sweeper	Complete	Complete

Fresno Council of Governments
Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Original Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>2018 RTP Amendment #2 / 2019 FTIP Amendment #6 2019 CONFORMITY</u>	<u>2018 RTP Amendment #3 / 2019 FTIP Amendment #12 2020 CONFORMITY</u>
								(as of 07/2019)	(as of 08/2020)
FR 5.2/19.25/TCM1	Sanger	Coordinate three signals on Jensen Avenue and four signals on Academy Avenue		2002 \$500,000 CMAQ	2002	FRE020149	Traffic Signal Interconnection along Academy Avenue (Annadale - 5th) and Jensen Avenue (Bethel - City Limits)	Complete	Complete
FR5.3	Sanger	Reduce Traffic Congestion at Major Intersections	2003-2005	RSTP and Local			Bethel Ave. between 9th St. and Jenni Ave. Academy Ave. between Central and Church Ave.	Complete This is a capacity increasing project by adding travel lanes. Project should not be considered applicable per the conformity rule.	Complete This is a capacity increasing project by adding travel lanes. Project should not be considered applicable per the conformity rule.
FR9.3/9.5/10.4/10.5/10.7/TCM4	Sanger	Bicycle/Ped. Program	ongoing-2004	potential sources identified, including CMAQ			Repair broken Sidewalk at various locations Bethel Ave. sidewalks between Jensen and Jenni Ave. Annadale Ave. sidewalks between Academy and Newmark 9th St. sidewalks between Bethel Ave. and Cottle	On going with TDA funds. Complete Complete Complete	On going with TDA funds. Complete Complete Complete
FR 5.2/19.25	Selma	Traffic Signal Interconnect System	not specified	CMAQ	2002	FRE020152	Install Traffic Signals and Provide Interconnection	Complete	Complete
FR 5.3	Selma	Four signal projects Rose/McCall Thompson/Whitson Thompson/Dinuba McCall/Barbara	not specified	CMAQ	2002 2002 2000 2002	FRE020152 FRE020152 FRE000138 FRE020154	Install Traffic Signals and Provide Interconnection Install Traffic Signals and Provide Interconnection Install Traffic Signal at Intersection of Thompson & Dinuba Avenues In Selma (At McCall Avenue and Barbara Street Intersection) Install Traffic Signal Interconnect With City Traffic Signal Synchronization System	Complete Complete Complete Complete	Complete Complete Complete Complete
FR 19.18	Selma	Four pedestrian projects Highland Avenue	not specified	not specified	2000	FRE000635	Improvements to Highland/Gonzales Parkway & signalization of Golden St. State Boulevard/Highland Avenue Intersection - Phase II	Complete	Complete

Fresno Council of Governments
Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Original Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>2018 RTP Amendment #2 / 2019 FTIP Amendment #6 2019 CONFORMITY</u>	<u>2018 RTP Amendment #3 / 2019 FTIP Amendment #12 2020 CONFORMITY</u>
								(as of 07/2019)	(as of 08/2020)
		Rose			2000	FRE000638	Reconstruct/Repave With AC Overlay on Rose Ave. (McCall Ave. to Country Club Lane)	Complete	Complete
		Second			2001	FRE000640	Various AC Overlays on Eligible Routes	Complete	Complete
		McCall			2001	FRE000637	AC Overlay With Fabric Underlayment (Arrants Street to Dinuba Avenue)	Complete	Complete
FR5.3	Fresno County	Reduce Traffic Congestion at Major Intersections	not specified	not specified			Signal @SR 145 and Belmont Ave.	Complete	Complete
							Signal @ SR 41 and Mt. Whitney Ave.	Complete	Complete
							Grade separation on Chestnut Ave @ Golden State Blvd/UPRR crossing	Complete	Complete
FR 5.9	Fresno County	Bus pullout on Shaw Avenue at Wishon Avenue	not specified	not specified	1996/1998/2000	FRE000140	Construct bus turnouts at four existing bus stops on Shaw Avenue (Palm-Blackstone)	Complete	Complete
FR 9.3/10.4/TCM4	Fresno County	Bicycle/Pedestrian Program and Development of Bicycle Travel Facilities	2002	Local			Class II bikeway on Ashlan between Minnewawa and Clovis	Complete	Complete
							Bikeways on Auberry Road between MP2 and MP4 and at Friant-Kern Canal	Complete	Complete
							Bikeway Friant Rd, Millbrook to North Fork Rd	Complete	Complete
							Bikeway on Millerton Rd from Park entrance to Sky Harbor Rd.	Project is on track and progression continues.	Project is on track and progression continues.
FR19.18	Fresno County	Pedestrian Facilities	2002	CDBG, TDA, Safe Routes to Schools			Selma W. Front Street Improvements	Complete	Complete
							Kerman Kearney Plaza Improvements	Complete	Complete
							Parlier Sidewalk Improvements @ Zediker Ave.	Complete	Complete
							Parlier Third Street Improvements	Complete	Complete

Fresno Council of Governments
Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Original Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>2018 RTP Amendment #2 / 2019 FTIP Amendment #6 2019 CONFORMITY</u>	<u>2018 RTP Amendment #3 / 2019 FTIP Amendment #12 2020 CONFORMITY</u>
								(as of 07/2019)	(as of 08/2020)
							Reedley East Area Street Drainage/Sidewalk Improvements	Complete	Complete
							Tranquility Curb/Gutter/Sidewalk & Street Reconstruction Phase V	Complete	Complete
							Del Ray Sidewalk/Curb & Gutter Reconstruction	Complete	Complete
ADDITIONAL PROJECTS IDENTIFIED									
FR9.2	Coalinga	Encouragement of Pedestrian Travel					Cambridge Avenue – New sidewalk installed from Elm Ave to Joaquin Street.	Complete	Complete
				CDBG			Sunset Avenue – New sidewalk installed from Van Ness to Cambridge Ave.	Complete	Complete
							Valley Street – New sidewalk is proposed from Louisiana Street to Hachman Street.	Complete	Complete
FR-TCM1	Firebaugh	Traffic Flow Improvements		CMAQ	2007	FRE040105	Construct Park and Ride lot.	Complete	Complete
FR-TCM1	Fowler	Traffic Flow Improvements			2007	FRE040602	Interconnection of traffic signals at the intersections of Manning Ave./Golden State Blvd. and Manning Ave./Vineyard Pl.	Complete	Complete
FR10.4/10.5	Fresno / Fresno Area Express	Development of Bicycle Travel Facilities/Expedite Bicycle Projects from RTP					Bike lanes along C Street from Fresno to Ventura, Fruit Avenue between Clinton and Dakota, H Street from Divisadero to Merced and various segments of First Street between Herndon and Ashlan.	Complete	Complete
FR9.2	Kingsburg	Encouragement of Pedestrian Travel			2007	FRE040113	Construct sidewalks along 10th Ave. (Academy Ave.) from Sierra Street to Stroud Ave.	Complete	Complete
FR9.5	Kingsburg	Encouragement of Bicycle Travel			2007	FRE040112	Construct Class I bike path along Golden State Blvd from Bethel Ave to Laurel St. Will be located between existing eastern edge of shoulder and UPRR tracks.	Complete	Complete

Fresno Council of Governments
Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Original Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>2018 RTP Amendment #2 / 2019 FTIP Amendment #6 2019 CONFORMITY</u>	<u>2018 RTP Amendment #3 / 2019 FTIP Amendment #12 2020 CONFORMITY</u>
								(as of 07/2019)	(as of 08/2020)
FR19.18	Mendota	Pedestrian Facilities					Approximately 3,000 lineal feet of sidewalks and curb access ramps are currently under construction along Derrick Ave. (SR-33).	Complete.	Complete.
FR5.4	Parlier	Site-Specific Transportation Control Measures					Modify the traffic signal at the intersection of Manning Ave. and Mendocino Ave. to provide for north- and southbound protected left turn phasing.	Complete	Complete
FR9.2/10.4/10.5/1 0.7/TCM-4	Reedley	Various Bicycle and Pedestrian		TE			Reedley Phase IV - Rails to Trails. Class I trail from Manning to Kings River along the San Joaquin Valley Railroad Corridor.	Complete	Complete
FR19.18	Reedley	Pedestrian Facilities		CMAQ	2007	FRE040115	Install sidewalks and ramps, replace/repair existing sidewalks and ramps on both sides of Manning Ave. between Frankwood and Buttonwillow Ave.	Complete	Complete
FR9.3	Selma	Bicycle/Pedestrian Program					Constructed Shoulders and made pedestrian improvements along McCall Avenue from Floral Avenue to Arrants Street.	Complete	Complete
FR5.4	Fresno County	Site-Specific Transportation Control Measures					Install traffic signals at Belmont/Academy Avenues, Fruit/Browning Avenues, and Millerton Road/Table Mountain Casino.	Complete	Complete
FR10.7A	Fresno County	Require Inclusion of Paved Shoulders Adequate for Bicycle Use on State or Federally Funded Reconstruction or Widening of Federal Major Collectors or Greater					Install on Academy Avenue from SR 180 to Shaw; Rose Avenue from Amber to Lac Jac; McCall Avenue from Jensen to SR 180; Jayne Avenue from Sacramento Alignment to Sutter; Crawford Avenue from Floral to Manning.	Complete	Complete

APPENDIX E

PUBLIC MEETING PROCESS DOCUMENTATION

A Public Hearing has been noticed for Wednesday, September 16th, 2020. This appendix will be finalized after the close of public comment period.

#4745422

NOTICE OF PUBLIC MEETING ON THE
DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENT NO. 12
DRAFT 2018 REGIONAL TRANSPORTATION PLAN AMENDMENT No. 3,
AND DRAFT CORRESPONDING AIR QUALITY CONFORMITY ANALYSIS

Fresno Council of Governments (Fresno COG) herein provides notice that it will hold a public hearing at 5 p.m. on Sept. 16, 2020 regarding the Draft 2019 Federal Transportation Improvement Program Amendment No. 12 (2019 FTIP Amendment No. 12), Draft 2018 Regional Transportation Plan Amendment No. 3 (2018 RTP Amendment No. 3), and the Draft Corresponding Air Quality Conformity Analysis. Due to the State of California's public health guidelines related to the COVID-19 pandemic and pursuant to Executive Order N-29-20, this public hearing will be held via webcast. In-person attendance is not be permitted. Details for how to participate will be published in the meeting agenda at <https://agendas.fresnocog.org/>

The hearing officer will receive public comments on these documents.

· The 2019 FTIP is a near-term listing of capital improvement and operational expenditures using federal and state monies for transportation projects in Fresno County during the next four years. The 2019 FTIP Amendment No. 12 makes funding, open-to-traffic-date, and scope changes to regionally significant, capacity-increasing projects. This amendment also adds and deletes project phases and line-item projects.

· The 2018 RTP is a long-term strategy to meet Fresno County transportation needs through 2042. The 2018 RTP Amendment No. 3 reflects funding, open-to-traffic-date, and scope changes to regionally significant, capacity-increasing projects. The amendment's changes are consistent with regionally significant projects' design concept, scope, or schedules, and do not change the plan's timeframe. Changes proposed in the 2018 RTP Amendment No. 3 continue to adhere to Conformity budgets, and therefore does not require a supplemental Environmental Impact Report (EIR).

· The Corresponding Conformity Analysis contains the documentation to support a finding that the 2019 FTIP Amendment No. 12 and 2018 RTP Amendment No. 3 meets the most recent air quality conformity requirements for ozone and particulate matter.

Translation services are available (with three-working-days' advance notice) to participants speaking any language with available professional translation services.

A 30-day public review and comment period will commence Sept. 3 and conclude on Oct. 2, 2020. The draft documents are available for review at www.fresnocog.org. Fresno COG's office is closed due to Executive Order N-29-20; however, a hard copy will be provided upon request.

Public comments are welcomed at the meeting or may be submitted in writing by 5 p.m. Oct. 2, to Kristine Cai at the address below.

At their Sept. 24, 2020 regular meeting, staff will request delegated authority from the Fresno COG Policy Board authorizing Fresno COG's Executive Director to approve the documents, via resolution, upon the close of the public comment period and review of all comments. Upon the Executive Director's approval, the documents will then be submitted for state and federal approval.

Contact Person: Kristine Cai, Deputy Director
2035 Tulare Street, Suite 201, Fresno, CA 93721
559-233-4148
kcai@fresnocog.org

APPENDIX F

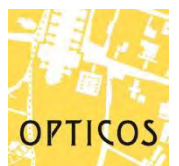
RESPONSE TO PUBLIC COMMENTS

This appendix will be finalized after the close of public comment period.



BLACKSTONE SHAW ACTIVITY CENTER STUDY

Summary Report
July 30, 2020 | FINAL



CONTENTS

Study Purpose	3
Use of Study Outputs	4
Existing Conditions	5
Opportunities	5
I. Supportive Transportation Projects	7
Multimodal Transportation to Support Development	7
Blackstone Avenue Existing Conditions	8
Identifying Transportation Projects	9
Transportation Project Locations	10
Access Improvement Projects	10
Transit Improvement Project	11
Pedestrian Improvement Projects	11
Bicycle Improvement Projects	12
II. Pedestrian Infrastructure Concepts	13
Crossing Improvements	13
Sidewalk Improvements	13
Sidewalk Widening Alternatives	13
Pedestrian Improvement Costs	20
III. Bicycle Infrastructure Concepts	21
Bicycle Facilities for the Study Area	21
Area Bike Network	21
Bicycle and Pedestrian Project Interaction	22
What is a Separated Bike Lane?	22
Separated Bike Lane Alternatives	25
Bicycle Improvement Costs	26
IV. Traffic Analysis	27
Transportation Improvements Assessed	27
Purpose	27
Growth Assumptions	27
Future Development	27
Growth Evaluation	27
Potential Benefits	28
Pedestrian	28

BLACKSTONE SHAW ACTIVITY CENTER STUDY

Transit	28
Automobile	28
Feasibility	29
Additional Analysis	29
Contingent Improvements	29
Timeline horizon	29
V. Project Funding Options	30
City Funding and Developer Funding	30
Active Transportation Grant Funding Sources	30
State Gas Taxes for Transportation Purposes	30
VI. Next Steps	36
Appendix A: Traffic Analysis	37
Appendix B: Better Blackstone Design Challenge – Design Principles	53530



STUDY PURPOSE

The Blackstone Shaw Activity Center is a key redevelopment area for the City of Fresno. Both Blackstone Avenue and Shaw Avenue are identified in the 2014 General Plan as corridors for bus rapid transit (BRT) lines that will serve infill development. Blackstone Avenue was re-zoned to accommodate more intense development and to transition to a mix of uses, instead of being solely commercial in nature.

These envisioned land use and transportation changes will need to work in concert with changes in the public right-of-way. Greater density of development and increased pedestrian traffic as a result of increased bus service and new housing necessitates infrastructure changes to better serve people walking. Development may also necessitate and be better served by a higher number of street network connections, such as allowing turning movements where they are disallowed today or adding traffic signals that both increase access to parcels and create more crossing opportunities for pedestrians.

This study investigates these types of infrastructure changes in the Blackstone Shaw Activity Center (BSAC). It assessed existing conditions for all modes and identified potential projects that could enhance people's travel experience, especially in light of the desired character of redevelopment. Additionally, the study investigated traffic impacts of a suite of improvements, high-level results of which are presented here. Last, the study developed urban design principles for redevelopment along Blackstone Avenue.

Ultimately, this study provides options for projects that support the envisioned redevelopment. It will be up to project partners such as the City of Fresno and developers to decide whether, when and how these infrastructure improvements may be funded and implemented. Partners will need to discuss the timing of implementation:

BLACKSTONE SHAW ACTIVITY CENTER STUDY

whether improvements in the right-of-way pre-date development as capital projects that could help spur development, by developers at the time of development, or after development incites changes in travel patterns in the area.

USE OF STUDY OUTPUTS

The study provides potential projects and cost estimates that will allow the City to pursue funding in the future for implementation of development-supportive infrastructure, and to work with developers to implement infrastructure projects.

The City of Fresno is not planning to implement infrastructure changes as a result solely of this study; several of the identified infrastructure changes will need further study to assess their impacts; these are identified later in this report. This additional study may be conducted in the future as part of Fresno's commitment to planning, designing, and installing facilities that create a transportation system that balances safety, access and mobility for all users

EXISTING CONDITIONS

The area assessed in this study is centered on the intersection of Blackstone and Shaw Avenues and bounded by Barstow Avenue to the north, Santa Ana Avenue to the south, Maroa Avenue to the west, and Fresno Street to the east. This area includes a segment of Highway 41 which runs parallel to Blackstone and is accessed via entrance and exit ramps on Shaw Avenue.

OPPORTUNITIES

Policy and Community Support

As stated above, a main driver for this study is the desired transformation of this area identified in the 2014 General Plan. Additional plans and policies at the city and corridor level support the types of transportation projects identified in this study. These include:

- » Zoning and Site Development Standards: support the land use goals of the General Plan with public realm design requirements such as 12' sidewalks adjacent to mixed-use or non-residential projects.
- » Restore Fresno identifies Blackstone as one of three citywide Commercial Focus Areas to support revitalization.
- » Southern Blackstone Smart Mobility Strategy: addresses transportation needs with a bold vision for a multimodal Blackstone Avenue from Dakota Avenue to Highway 180.
- » Old Fig Garden Community Transportation Study: recognizes the importance of multimodal connections to and through the neighborhood.
- » Bus Rapid Transit (BRT): provides enhanced transit access along Blackstone Avenue with frequent service, connecting to multiple bus lines on Shaw Avenue.
- » The Better Blackstone Initiative (BBI) continues to build community support for Transit-Oriented Development and multimodal streetscapes along Blackstone - working intensely and inclusively with public agencies, nonprofits, businesses, and community stakeholders.
 - In 2020, the Better Blackstone Design Challenge, part of the BBI, will help stakeholders envision what is possible for this corridor by creating community-supported design plans and real estate analyses that encourage the development of sustainable, pedestrian-friendly and economically viable activity

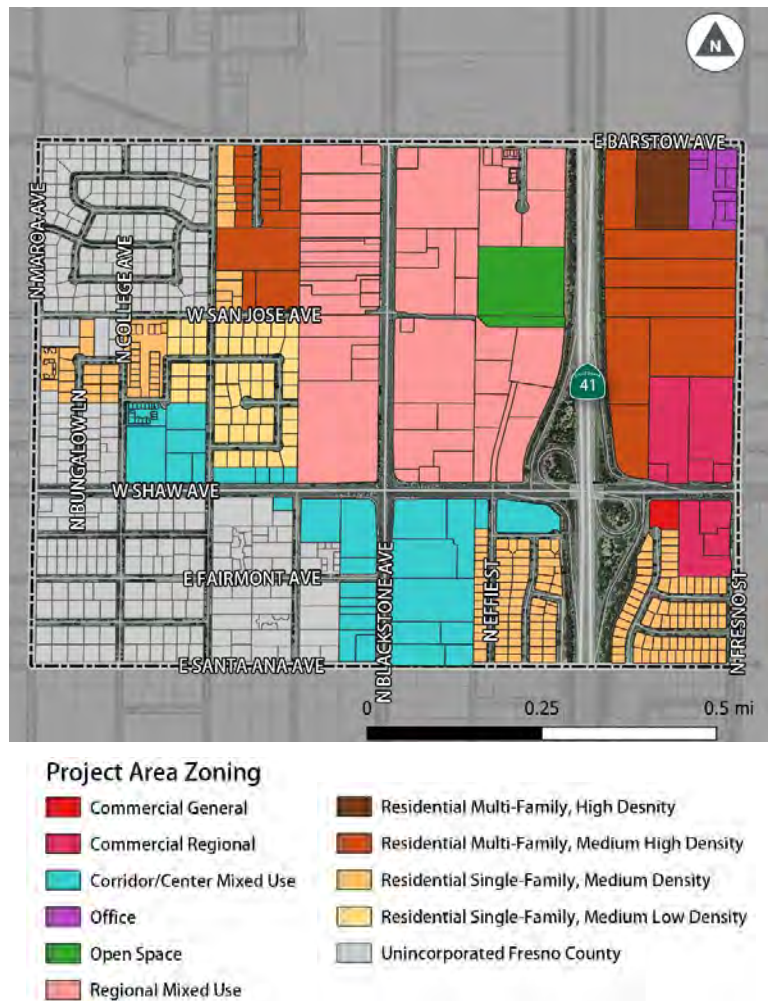


Figure 1: 2014 General Plan zoning for study area

BLACKSTONE SHAW ACTIVITY CENTER STUDY

centers along Blackstone. The effort is coordinated by Fresno Metro Ministry in partnership with educational institutions, design firms, professional organizations, the City of Fresno, Fresno COG and FAX.

Development

The type of development envisioned in the BSAC is starting to come to fruition. Landowners are working to create visions for mixed-use developments on large parcels that have uses and form geared toward pedestrian activity. Parcels will be traversed by internal connections, whether public or private streets or pathways, that allow for convenient walking trips.

Redevelopment may eventually provide opportunities for increased street network connectivity in the study area. The design principles developed as part of this project for the Better Blackstone Design Challenge encourage planning of through and local connections that provide access to adjacent neighborhoods and increase opportunities for short trips to be made by biking and walking.¹ These types of connections would enable near-corridor neighbors to walk or bike to new businesses on a redeveloped Blackstone Avenue.

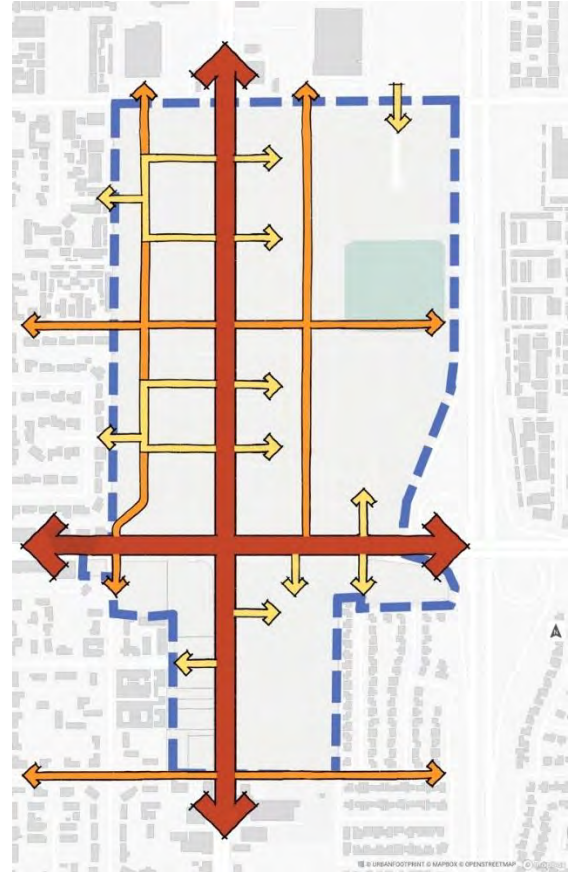


Figure 2: Network connectivity principles for parcel redevelopment from Better Blackstone Design Challenge design principles

¹ The entire set of principles are found in Appendix B to this document.

I. SUPPORTIVE TRANSPORTATION PROJECTS

MULTIMODAL TRANSPORTATION TO SUPPORT DEVELOPMENT

Vibrant, mixed-use development in the Blackstone Shaw Activity Center (BSAC) relies on thoughtful public realm and transportation system design. Businesses and higher-density residential land uses rely on a balanced multimodal approach to thrive. Both Blackstone and Shaw Avenues play important roles in the regional transportation system and will continue to have these demands in the future. However, this automobile transportation function will need to be balanced with space in the public right-of-way that serves the transportation needs of people walking, taking transit, and bicycling to create the thriving redevelopment envisioned.

Transportation projects and conditions assessed in this study focus primarily on Blackstone Avenue which is currently a six-lane, median divided street with no dedicated bike facilities and narrow, curb-tight sidewalks. Illustrations of a typical section of the street are shown in Figures 3 through 5 and show that the majority of space is provided to automobile uses. There are no bicycle facilities along either of these major roads, and people more frequently ride on the narrow sidewalks. The only bicycle facility in the study area is bike lanes on Barstow Avenue. Additionally, parcel access is challenging given the wide spacing of signalized intersections, presence of a median, and the need for left-turning traffic to identify gaps in three lanes of oncoming traffic.

While the FAX Q BRT line runs on Blackstone Avenue with frequent service (10-minute headways during weekday peak hours, 15-minute otherwise), and Shaw Avenue is served by FAX line 9 at 15 minute frequencies, pedestrian access to these transit amenities is lacking as a result of narrow sidewalks whose usable width is often reduced by utility infrastructure. Sidewalks are also frequently interrupted by driveway crossings whose geometry allows for higher speed turning movements into parcels. Opportunities for pedestrians to safely cross the street are also widely spaced, and crossings are long, across six or more lanes of traffic on both Blackstone and Shaw Avenues, with crossing times that only meet minimum requirements.

BLACKSTONE AVENUE EXISTING CONDITIONS

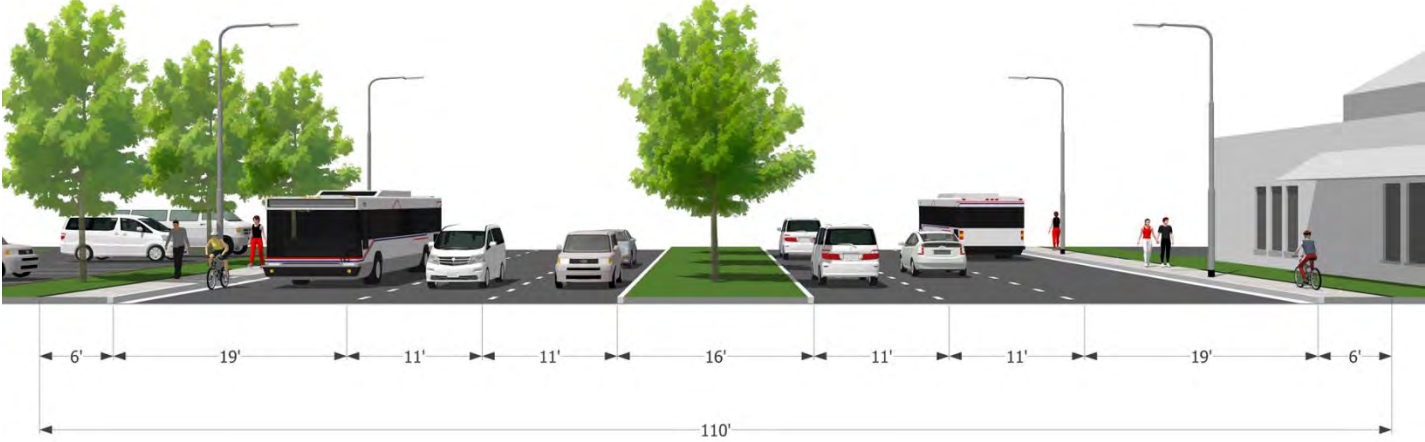


Figure 3: Existing conditions, cross section

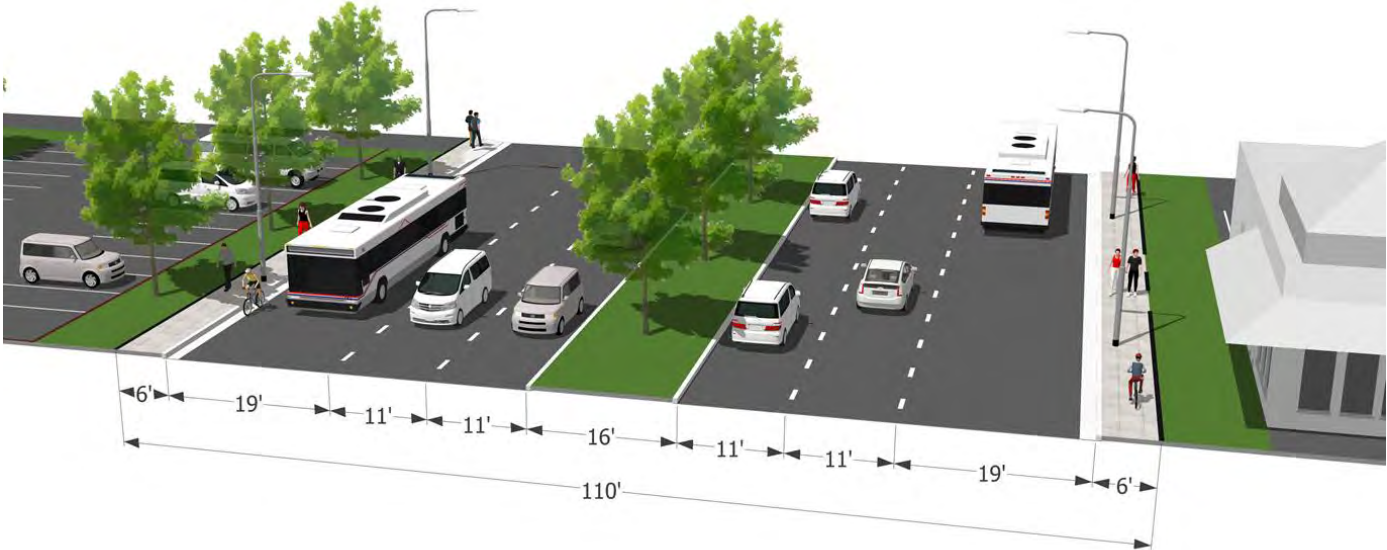


Figure 4: Existing conditions, axonometric perspective

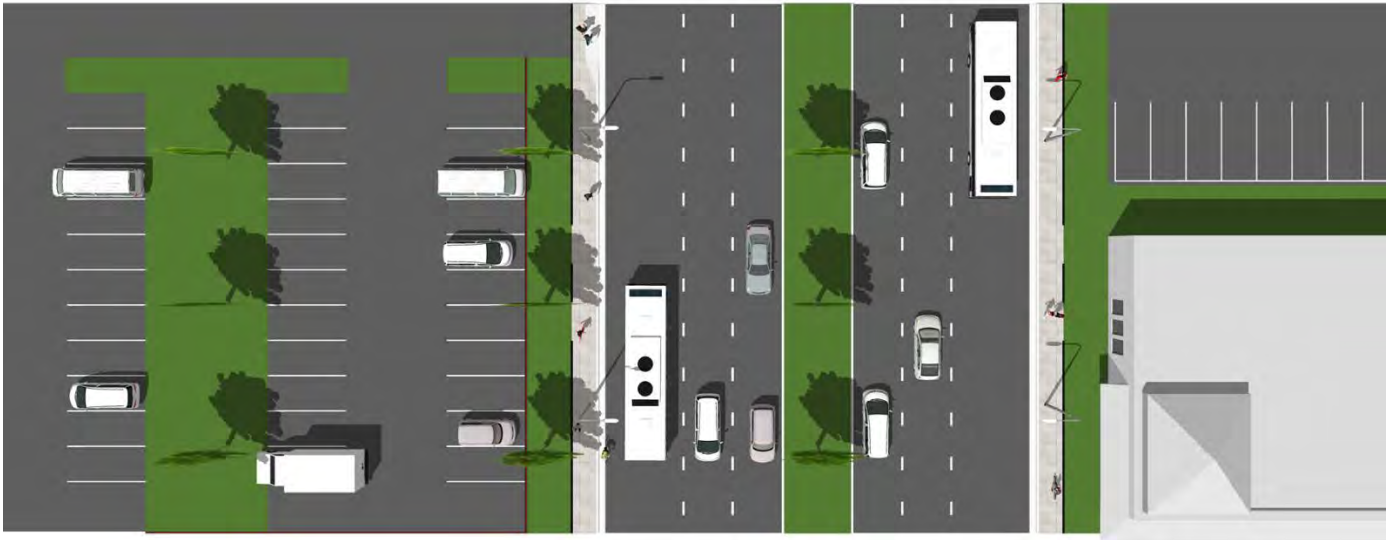


Figure 5: Existing conditions, aerial perspective

IDENTIFYING TRANSPORTATION PROJECTS

The project team identified transportation projects based upon a review of existing conditions in the study area for travelers of all modes: people walking, taking transit, biking, and driving. Additionally, stakeholders were consulted regarding their interests in transportation projects in this area. From these two sources, projects were identified that could improve the experience of people traveling in the area, no matter the mode, and their ability to access destinations.

Identified projects may be implemented at the time of development through partnership with property owners, or as standalone capital projects once funding sources are identified, or as a combination of both.

Additional detail on the impacts of these projects on area traffic is available in the summary on page 27-29 and in Appendix A: Traffic Analysis.

TRANSPORTATION PROJECT LOCATIONS

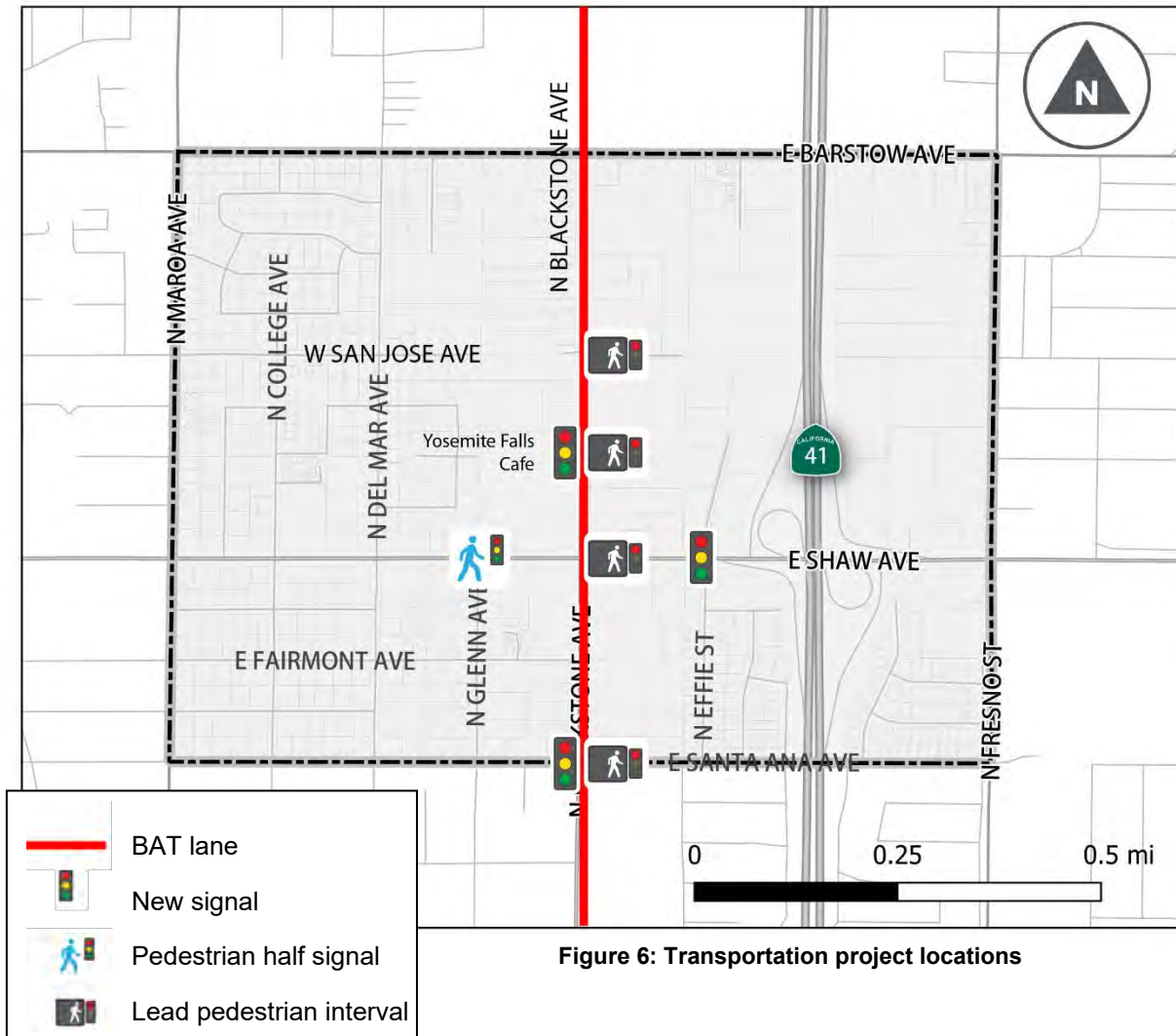


Figure 6: Transportation project locations

ACCESS IMPROVEMENT PROJECTS

Project 1: BAT Lane

Description: Convert the outside motor vehicle lane in each direction on Blackstone Avenue to a business access and transit (BAT) lane.

Benefit: BAT lanes allow right-turning vehicles and transit to share a lane. Creating a dedicated right-turn lane removes turning traffic from the through lanes, decreasing the potential for rear-end crashes and allowing smoother flow for through traffic to progress along the corridor (a full assessment of BAT lane traffic impacts is included in the accompanying Traffic Impact Study and summarized on pages 27-29).

Project 2: Traffic Signals

Description: Add traffic signals at the following intersections:

BLACKSTONE SHAW ACTIVITY CENTER STUDY

- Blackstone Avenue & the Yosemite Falls Driveway, and
- Blackstone Avenue & Santa Ana Avenue.

Benefit: Traffic signals will improve access to parcels by allowing currently disallowed turning movements and allowing safer, controlled turning movements (a full assessment of traffic signal impacts is included in the accompanying Traffic Impact Study and summarized on pages 27-29).

TRANSIT IMPROVEMENT PROJECT

Project 1: BAT Lanes

Description: Convert the outside motor vehicle lane in each direction on Blackstone Avenue to a business access and transit (BAT) lane.

Benefit: BAT lanes allow right-turning vehicles and transit to share a lane. Bus rapid transit (BRT) vehicles would have fewer conflicts with other vehicles, which can result in better reliability and adherence to scheduled headways. A BAT lane could serve as a proof of concept for other FAX Q lines in the city. Further study is needed to evaluate the feasibility of potential BAT lanes and their impact on transit operations.

PEDESTRIAN IMPROVEMENT PROJECTS

Project 1: Pedestrian Half-Signal

Description: Install a pedestrian half-signal at the Shaw Avenue & Glenn Avenue intersection. This project complements Access Improvement Project 2 – installing traffic signals at the Blackstone Avenue intersections with the Yosemite Falls Driveway and Santa Ana Avenue.

Benefit: Increased frequency of controlled and designated pedestrian crossing opportunities improves safety and access and helps improve connection between the two sides of the street. Detailed analysis and signal warrants are included in the accompanying Traffic Impact Study.

Project 2: Leading Pedestrian Intervals

Description: Add leading pedestrian intervals (LPIs) to the signalized intersections of Blackstone Avenue and San Jose Avenue and Santa Ana Avenue.

Benefit: LPIs provide crossing pedestrians a “head start” in advance of automobile traffic making them more visible and allowing them enough time to completely cross the intersection. This also may decrease conflicts between pedestrians and right- and left-turning vehicles. An assessment of traffic impacts from LPIs is included in the accompanying Traffic Study. For existing conditions assessment, LPIs were modeled at the Shaw Avenue and San Jose Avenue intersections. LPIs were also modeled in the “plus project scenarios” for new signals at the Yosemite Falls driveway and Santa Ana Avenue.

Project 3: Sidewalk Widening

Description: Widen the sidewalks along Blackstone Avenue to 12' to meet current standards. Wider sidewalks along Shaw Avenue would encounter more constraints in the private realm [topography, existing buildings at parcel line, parking impacts] without redevelopment.

Benefit: Wider sidewalks provide greater pedestrian comfort by further separating people walking from moving traffic and providing more space to navigate around obstructions (utility poles, etc.) that exist today.

BLACKSTONE SHAW ACTIVITY CENTER STUDY

Project 4: Sidewalk Standards

Description: re-assess existing development standards (15-1103) and sidewalk standards (15-1104.F) to obtain 16' nominal sidewalk widths in the RMX zones and 12' in the CMX zones. Consider the use of minimum Build-to Lines in lieu of flexible setbacks.

Benefit: Wider sidewalks present greater opportunity for placemaking and social life to occur in the public realm.

BICYCLE IMPROVEMENT PROJECTS

No specific bicycle infrastructure projects were identified in this study, but high-level guidance regarding appropriate bicycle facilities, facility interaction with transit, and estimates of probable cost are included on pages 21-26. It should be noted that without dedicated bicycle facilities, people will likely continue to ride on the sidewalk due to high traffic volumes and speeds along Blackstone and Shaw Avenues.

II. PEDESTRIAN INFRASTRUCTURE CONCEPTS

CROSSING IMPROVEMENTS

New signals would improve pedestrian access. Implementation of these signals should include the following provisions to ensure their benefit to people walking as well as people driving: 1) providing pedestrians of all abilities adequate time to cross either Blackstone Avenue or Shaw Avenue in one signal phase, 2) installation of leading pedestrian intervals, and 3) shortening the signal phasing in off-peak hours to reduce pedestrian wait time to cross, which leads to less desire on the part of pedestrians to cross against the signal.

SIDEWALK IMPROVEMENTS

The City of Fresno standards call for 12' sidewalks in this area. Wider sidewalks are more supportive of the mixed-use, higher density uses envisioned for this area. Additionally, development standards state that parcel owners are responsible for creating the 12' sidewalk if a sidewalk is substandard at the time of redevelopment.

The following alternatives provide viable options to achieve the City of Fresno standard widths for sidewalks.

SIDEWALK WIDENING ALTERNATIVES

Alternative A: Through Development

Alternative A is dependent upon redevelopment along the corridor. Through development, existing sidewalks are widened by 6' into parcels, as required by zoning and site development standards.² This will result in inconsistent sidewalk width along the corridor with pinch points until the entire corridor redevelops. Figures 7-10 illustrate the inconsistent sidewalk width resulting from development progression along the corridor.

The benefit of this approach is that the costs to widen the sidewalks are borne by the developer as part of their overall parcel redevelopment cost. However, the inconsistencies in the pedestrian realm may not address the pedestrian comfort concerns, nor does it contribute to traffic calming as the travel lane widths remain unchanged.

With the recommended reassessment of the development code (see page 12) to call for 16' sidewalk, widening into the parcel would require a 10' dedication or easement instead of 6'. See Figures 8-10 that illustrate the resulting inconsistent sidewalk width along corridor.



Figure 7: Existing 6' sidewalk (foreground) is still constrained, while redeveloped sidewalk (background) provides more space.

² Site development standards state that if sidewalks are below the 12' width standard at the time of development, it is required that the developer construct the additional sidewalk width to meet the 12' standard. Parcel owners would dedicate land for this purpose.

BLACKSTONE SHAW ACTIVITY CENTER STUDY



Figure 8: Alternative A axonometric perspective showing inconsistent sidewalk width

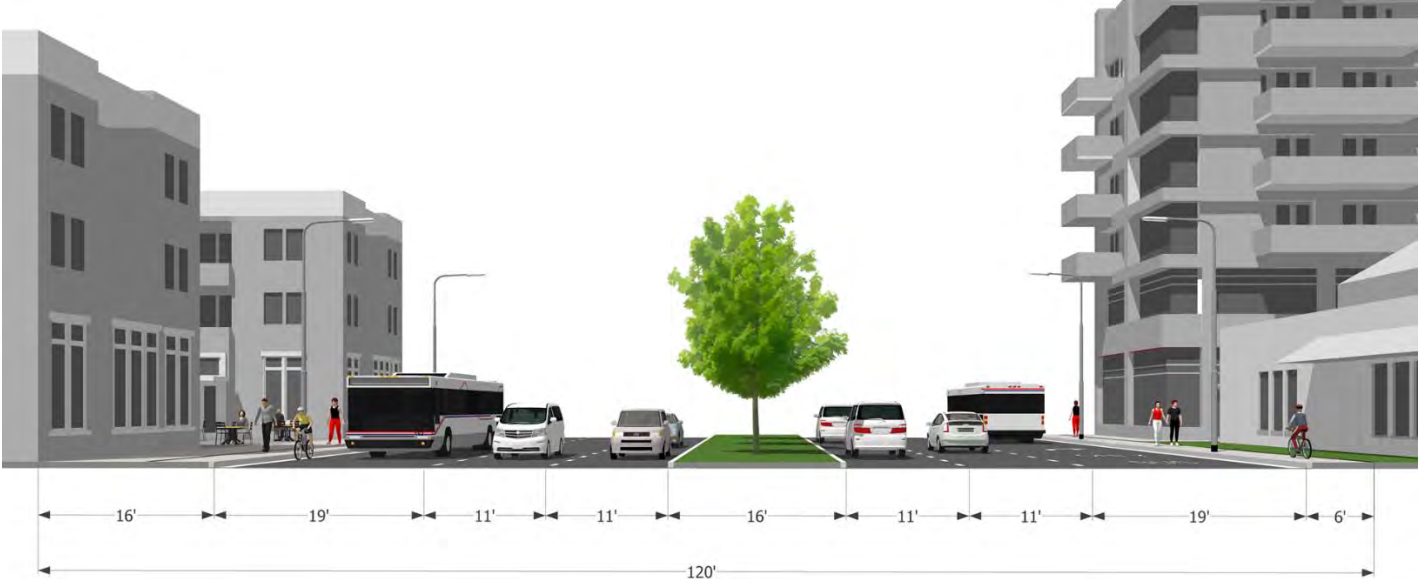


Figure 9: Alternative A cross section

BLACKSTONE SHAW ACTIVITY CENTER STUDY



Figure 10: Alternative A aerial showing inconsistent sidewalk width

BLACKSTONE SHAW ACTIVITY CENTER STUDY

Alternative B: Pre-development Capital Project

Alternative B consists of widening the existing sidewalk by 6' into the outside travel lane from Barstow Avenue to Santa Ana Avenue. This will result in a consistent sidewalk width that meets City standards throughout the corridor and will help manage traffic speeds by reducing the width of the outside lane. This change would not impact traffic operations because the outside lane is currently 17-19' wide. Sidewalk has already been extended to this width at the BRT stops in the study area.

This alternative would be a major capital expense to the City (and any project partners) and is not in any current project list or budget. It should be noted that additional maintenance costs would also be incurred with any design that places features such as trees or street furniture in the furnishing zone of the widened sidewalk. Though a greater cost, the investment in trees would add significantly to the comfort and vitality of a re-imagined Blackstone Avenue.

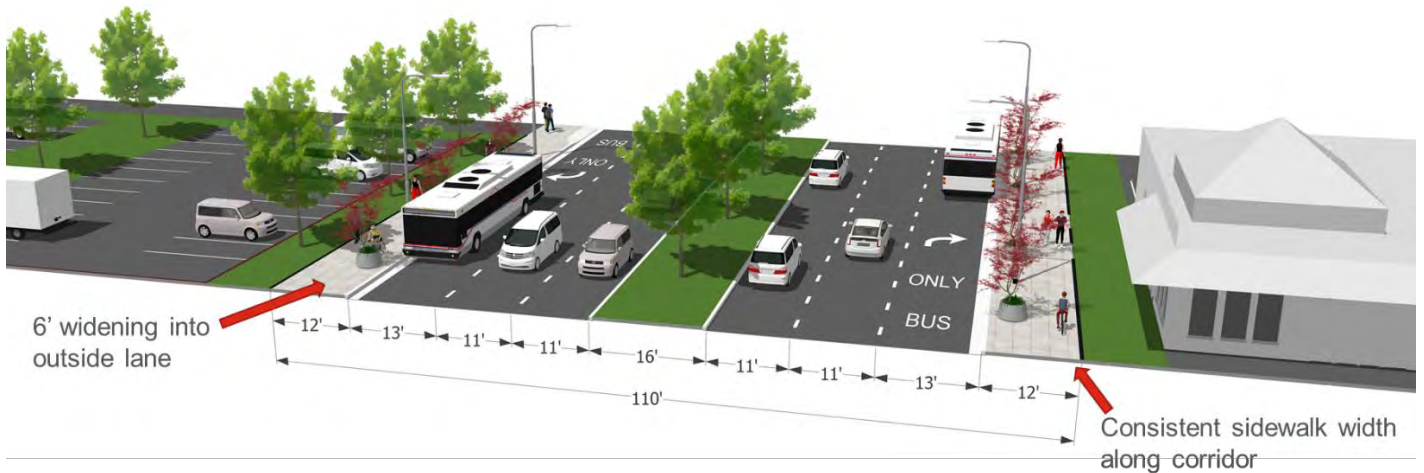


Figure 11: Alternative B axonometric view

BLACKSTONE SHAW ACTIVITY CENTER STUDY

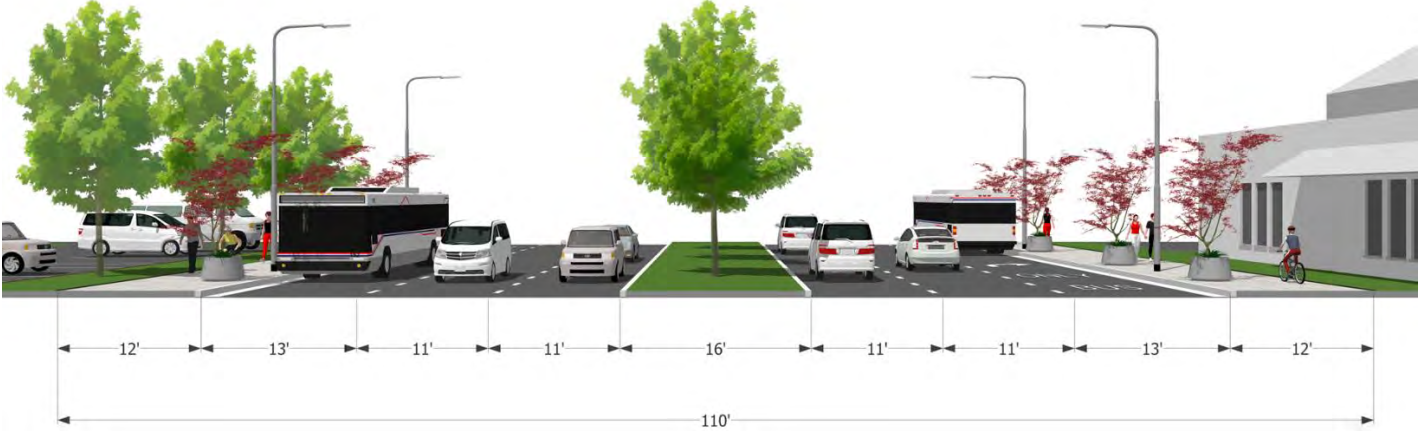


Figure 12: Alternative B cross section

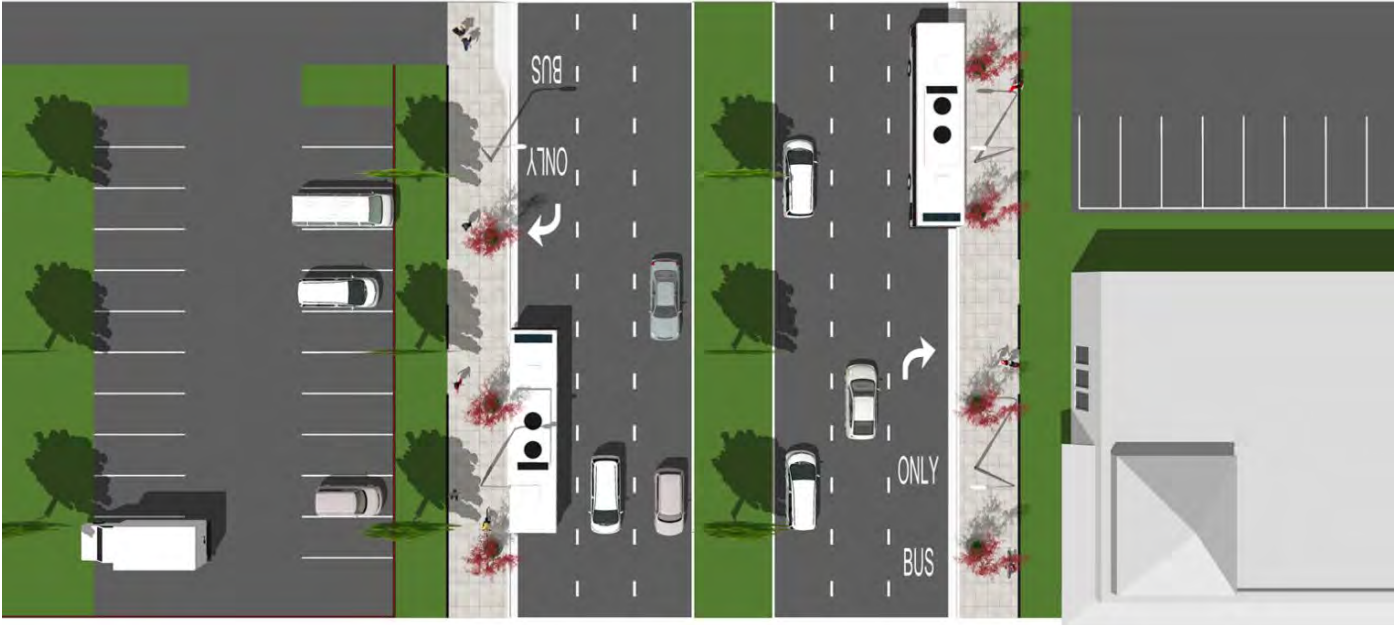


Figure 13: Alternative B aerial view

BLACKSTONE SHAW ACTIVITY CENTER STUDY

Alternative C: Post-development Capital Project

Alternative C consists of widening the sidewalk 6' into the outside lane after redevelopment. This would be in addition to development widening their sidewalks to the current 12' standards and result in an 18' sidewalk that can accommodate more placemaking components such as plantings and street furniture and permitted private uses such as café seating. It should be noted that additional maintenance costs would also be incurred with any design that places features such as trees or street furniture in the furnishing zone of the widened sidewalk. Though a greater cost, the investment in trees would add significantly to the comfort and vitality of a re-imagined Blackstone Avenue.

The space at the roadway edge could also, instead, serve as an intermediate- or sidewalk-level separated bike lane. Alternative C would be a major capital expense to the City (and any project partners) and a long-term project that could be a response to increased pedestrian activity as a result of redevelopment. The city could also potentially use banked development fees to fund, or partially fund, this development-supportive project in the right-of-way.

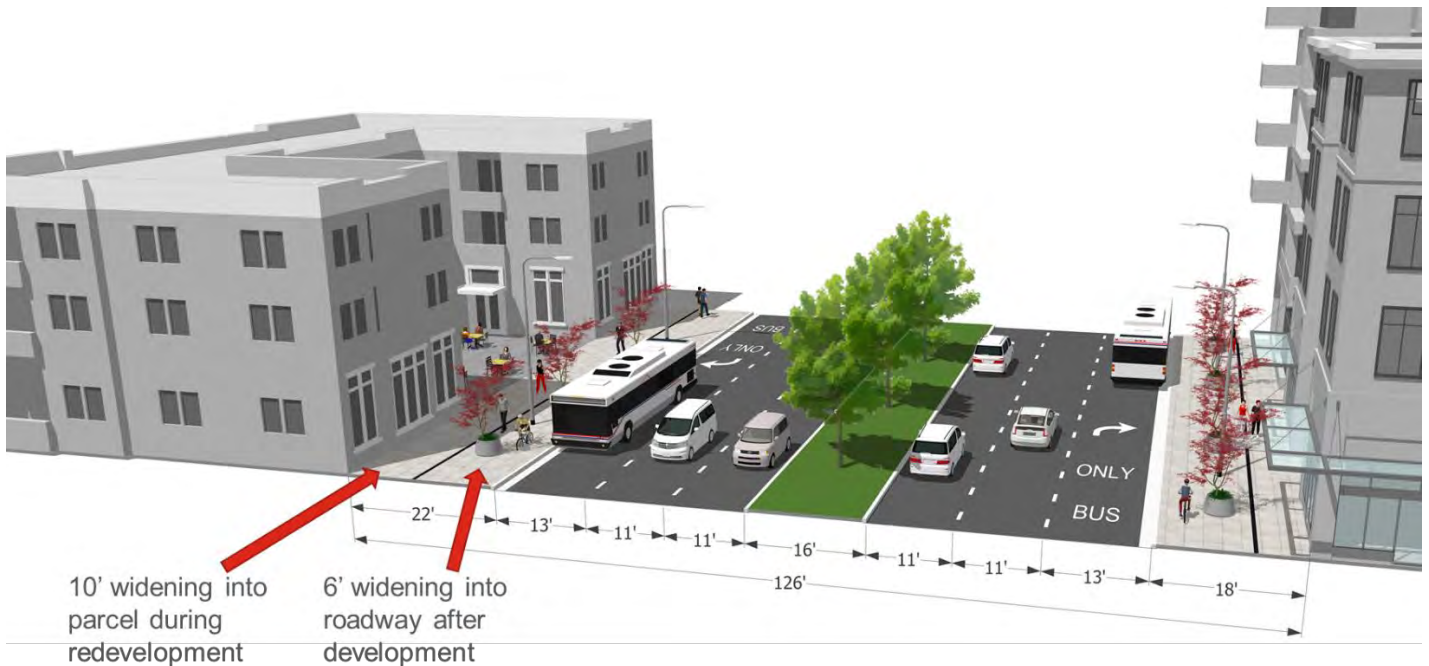


Figure 14: Alternative C axonometric view

BLACKSTONE SHAW ACTIVITY CENTER STUDY

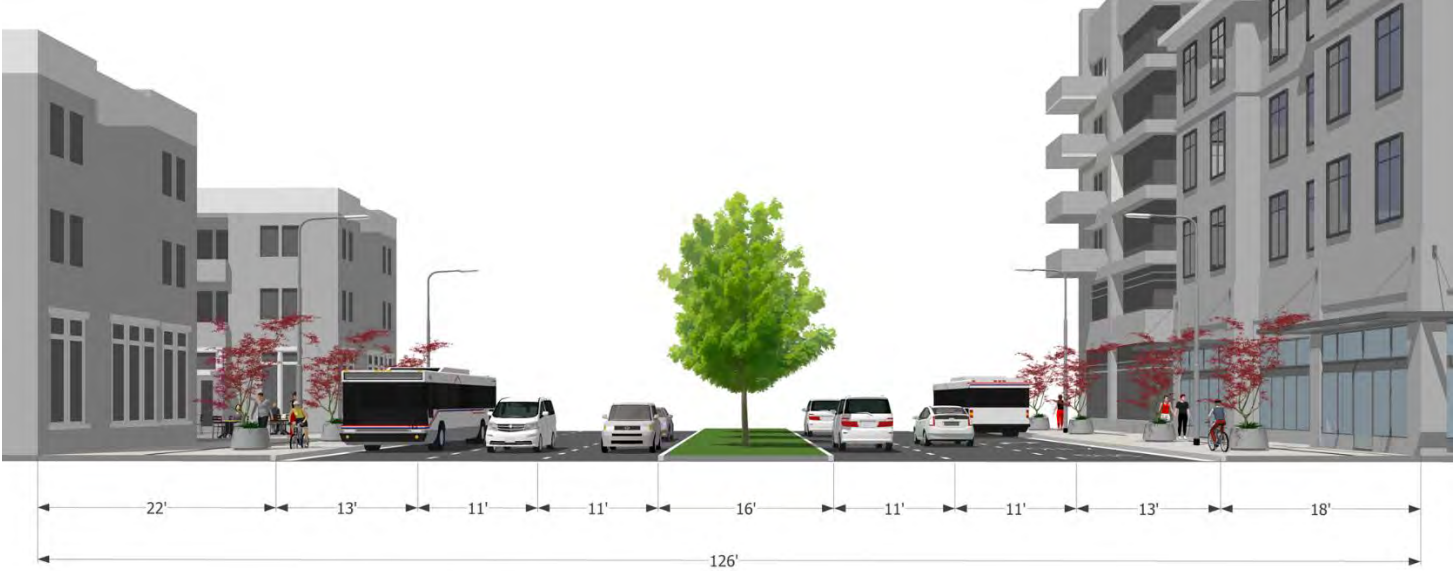


Figure 15: Alternative C cross section



Figure 16: Alternative C aerial view

BLACKSTONE SHAW ACTIVITY CENTER STUDY

PEDESTRIAN IMPROVEMENT COSTS

The following are estimated pedestrian improvement costs.³ These costs can help the City of Fresno and developers understand the level of investment needed to support envisioned redevelopment along the Blackstone corridor.

	Cost	Length	Assumptions
<i>Alternative A: Through Development</i>	\$71,000/parcel approx. \$2,000,000 for corridor ⁴	Per parcel, 6' into parcel	Average parcel frontage of 250'; clearing and grubbing and removal of hardscape 8' into parcel, construction of sidewalk, 25% for soft costs, and 30% contingency
<i>Alternative B: Pre- development Capital Project</i>	\$3,100,000	Corridor-length; Blackstone from Barstow Ave to Santa Ana Ave	Demolition and reconstruction of curb, demolition of 8' of roadway, updating of drainage system, trees in planters at approximately 30' spacing, 25% for soft costs, and 30% contingency.
<i>Alternative C: Post- development Capital Project</i>	\$3,100,000	Corridor-length; Blackstone from Barstow Ave to Santa Ana Ave	Demolition and reconstruction of curb, demolition of 8' of roadway, updating of drainage system, trees in planters at approximately 30' spacing, 25% for soft costs, and 30% contingency.

³ This opinion of probable construction cost was developed by identifying pay items and establishing quantities based on the current draft concept documents. Additional pay items have been assigned approximate lump sum prices based on a percentage of the anticipated construction cost. Preliminary cost opinions include a contingency to cover items that are undefined or are typically unknown prior to final design.

Unit costs are based on 2020 dollars and were assigned based on historical cost data from sources listed by each item in the Bid Items tab. This cost opinion does not include easement and right-of-way acquisition; permitting, inspection, or construction management; escalation; or the cost for ongoing maintenance. This cost opinion is provided for the Client's information, and is based on the design professional's recent experience, adjusted for factors known at the time of preparation. Toole Design Group, LLC has no control over the cost of labor and material, competitive bidding, or market conditions; and makes no warranties, expressed or implied, concerning the accuracy of the opinion as compared to actual bids or cost to the Client. Detail sheets on opinions of probable cost accompany this document in an Excel spreadsheet.

⁴ Note that if the recommendation to revisit development standards is enacted and building sidewalk 10' into the parcel is required, the per-parcel cost would be approximately \$111,000, and the full corridor cost would be approximately \$3,100,000.

III. BICYCLE INFRASTRUCTURE CONCEPTS

BICYCLE FACILITIES FOR THE STUDY AREA

Neither Blackstone nor Shaw Avenues are planned for bicycle facilities in the City of Fresno Active Transportation Plan. However, without a bike facility in place, people will continue to ride on sidewalks, and given the speed and volume of traffic, most people would not be comfortable riding in a standard Class II bike lane either.

The Southern Blackstone Avenue Smart Mobility Strategy recently completed by the City of Fresno recommends a Class IV separated bike lane or Class I shared use path for the length of that project area. The following section presents information about separated bike lane best practices, several options for implementation on Blackstone Avenue, and opinions of probable cost for these options.



Figure 17: Existing conditions along Blackstone with cyclist riding on sidewalk

AREA BIKE NETWORK

Blackstone Avenue connects to bike lanes on Barstow Avenue and is planned to have separated bike lanes or a shared use path from Dakota Avenue to Highway 180 (approx. 1.3 miles south of the study area). Figure 18 shows that there are planned parallel bikeways on Del Mar and Maroa Avenues that would provide through routes but would not provide access to businesses and new development on Blackstone Avenue.

BLACKSTONE SHAW ACTIVITY CENTER STUDY



Figure 18: Area Bicycle Network

BICYCLE AND PEDESTRIAN PROJECT INTERACTION

The bicycle facility options presented in the following sections are independent of Alternatives B for pedestrian infrastructure presented in the prior section. Note that sidewalk widening into the roadway as presented in Alternative B precludes the addition of a bicycle facility without further space reallocation. Alternative C in the pedestrian infrastructure section is consistent with Alternative C below and presents the option of a sidewalk- or intermediate-level separated bike lane.

WHAT IS A SEPARATED BIKE LANE?

Separated bike lanes (SBLs) are on-street bicycle facilities that are physically separated from vehicular traffic. They can be one-way or two-way. Physical separation comes in many forms, including plastic bollards and striping, planters, parking lanes, concrete medians, landscaped medians, and vertical separation (i.e., sidewalk- or intermediate-level SBLs).

Numerous configuration options mean that SBLs can be constructed quickly with lower cost materials or on longer construction timelines with higher cost, more permanent materials, depending on available resources.



Figure 19: Example of a separated bike lane.

Intersections

Separated bike lanes should be extended to intersections to maintain bicyclist comfort and protection. At intersections, corner islands provide a protected space for bicyclists to queue and wait for a green signal.

Through intersections, SBLs are oftentimes phase-separated from conflicting turning vehicle movements to separate bicyclists and vehicles temporally. Large intersections with heavy traffic volumes like Blackstone/Shaw necessitate phase-separation.

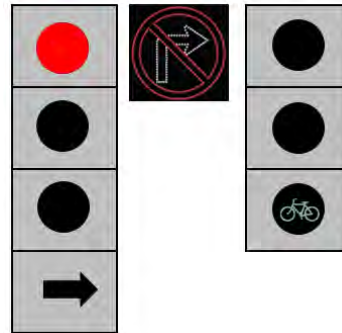


Figure 20: A separated bike lane in an intersection (left), and a graphic of a bicycle signal to protect bicyclists from right-turning traffic (right).

Driveways

Driveways are conflict zones between turning vehicles and through bicyclists; green pavement markings are oftentimes used at driveways to increase driver and bicyclist awareness of potential conflicts.

Separated bike lane protection buffers must temporarily end at driveways to allow vehicle access to properties. SBLs are less comfortable at driveways since they are not protected; therefore, driveway width and density should be limited through access management to preserve the comfort of the SBL. For example, the three driveways accessing the strip mall on the southeast corner of Blackstone/Barstow could be consolidated into a single driveway given that there is also access via Barstow Avenue.



Figure 21: A driveway and a separated bike lane.

Transit Stops

Transit stops are another type of conflict zone between bicyclists and vehicles where buses must access the curb for boarding/alighting. Different transit stop configurations can be used to manage or mitigate transit/bike conflicts including:

- Unprotected mixing zone (one-way SBLs only, see Figure 22)
- SBL protected by transit boarding island (one-way or two-way SBLs, see Figure 23)

BLACKSTONE SHAW ACTIVITY CENTER STUDY

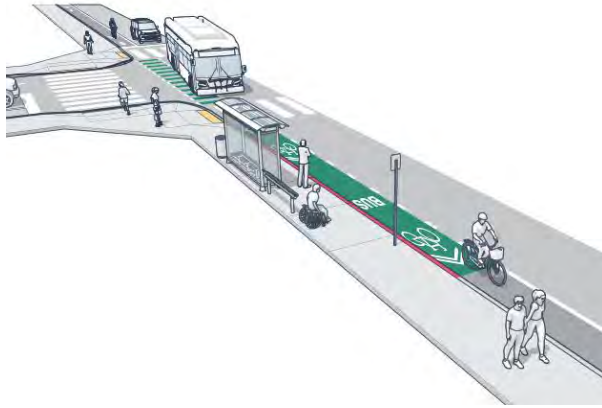


Figure 22: Unprotected mixing zone between separated bike lane and transit stop.

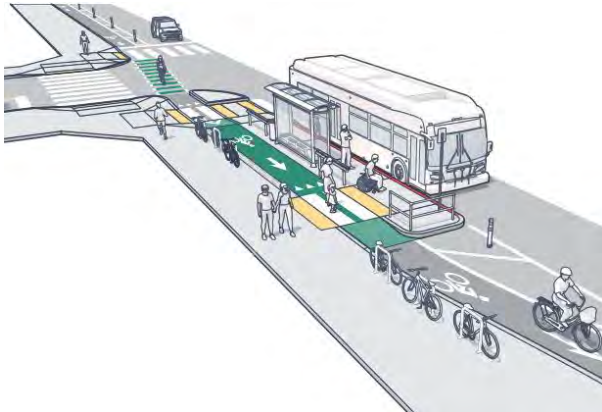


Figure 23: Separated bike lane protected by transit boarding island.

SEPARATED BIKE LANE ALTERNATIVES

The following alternatives provide viable options to implement separated bike lanes on Blackstone Avenue.

Low-Cost

The low-cost SBL alternative includes a striped buffer with plastic flexposts. At bus stops, the SBL transitions to a mixing zone.

The benefits include:

- Quick to implement
- Inexpensive to construct
- Easy to modify
- Proof of concept opportunity

Drawbacks include:

- Separation style of paint and flexposts offers less user comfort than more robust materials
- Less aesthetically attractive buffer materials
- Mixed bus/bike traffic at bus stops exposes bicyclists to additional conflict with vehicles, reducing bicyclist comfort
- Creates more conflicts for bus operators to navigate.

The estimated cost for a flexpost separated bike lane with bus mixing zone is **\$427,000**. This includes installation of striping and flexposts, bus stop conflict markings, and removal and replacement of turn arrows as appropriate.



Figure 24: A separated bike lane with delineator posts (top); a shared bike lane and transit space (bottom).

Mid-Cost

The mid-cost SBL alternative includes a striped buffer with plastic flexposts. At bus stops, the SBL ramps up to sidewalk level and wraps behind the transit shelter to create a shared pedestrian/bicycle zone. This would require widening the sidewalk by 8 feet (minimum) into private property.

The benefits include:

- Separation between bikes and transit vehicles at bus stops

Drawbacks include:

- Separation style of paint and flexposts offers less user comfort than more robust materials
- Less aesthetically attractive buffer materials
- Mixed ped/bike traffic at bus stops
- Sidewalk widening construction and easement/ROW acquisition more expensive than mixing zone

The estimated cost for a flexpost separated bike lane with bikes wrapping behind the bus stop is **\$509,900**. This includes installation of striping and flexposts, removal and replacement of turn arrows as appropriate, 8' concrete sidewalk for bikes behind shelter, asphalt ramps to access sidewalk, and



Figure 25: A separated bike lane transitioning to from on street to shared path/sidewalk behind a transit stop.

BLACKSTONE SHAW ACTIVITY CENTER STUDY

appropriate markings. Cost estimates do not include the acquisition cost of approximately 1,440 s.f. (i.e., 480 s.f. per bus stop) of right-of-way for bikes to wrap behind the bus stop.

High-Cost

The high-cost SBL alternative includes a protective buffer comprised of a concrete median. At bus stops, curb lines are reconstructed to create a 10' wide bus boarding island adjacent to an 11' transit lane. The SBL ramps up to sidewalk level and wraps behind the boarding island. The sidewalk is relocated away from the boarding island to accommodate the SBL. Twelve feet is the preferred minimum width of the sidewalk and one-way SBL, with visual and physical delineation between the two.

Benefits include:

- Concrete median separator, which feels more comfortable to a wider variety of bicyclists
- More aesthetically attractive buffer materials
- Separation of all modes at bus stops

Drawbacks include:

- Slowest to implement
- Most expensive
- Difficult to modify

The estimated cost for a concrete curb separated bike lane with floating bus stop is **\$1,215,000**. This includes pavement removal and installation of 3' concrete curb median (with breaks for drainage flow), 6' wide asphalt trail behind bus shelter, 6' concrete sidewalk behind bike lane, appropriate markings, and tactile strips. The estimate also includes a 60% contingency (significantly higher than normal) to approximate accounting for the cost to relocate all of the BRT station amenities (shelter, pay station, etc.) to the new boarding island location. Cost estimates do not include the acquisition cost of approximately 2,160 square feet (sq.ft.) (i.e., 720 sq.ft. per bus stop) of right-of-way for the bike lane and sidewalk to wrap behind the bus stop.



Figure 26: A concrete curb-separated bike lane (top); bike lane bending out to traverse behind transit boarding island (bottom).

BICYCLE IMPROVEMENT COSTS

The costs included above should be used for planning purposes. All estimates are for one-way SBLs on each side of Blackstone Avenue from Barstow Avenue to Santa Ana Avenue and include green pavement markings at conflict areas, bike lane symbol markings, bike lane signage, and a bike signal at Shaw Avenue. Estimates do not include right-of-way acquisition costs. Detail sheets on opinions of probable cost accompany this document in an Excel spreadsheet.

All estimates use the following percentage cost assumptions:

- Percentage of materials cost: 8% for drainage, 10% for mobilization
- Percentage of materials plus above: 25% soft costs, 30% contingency

IV. TRAFFIC ANALYSIS

TRANSPORTATION IMPROVEMENTS ASSESSED

The traffic analysis included the addition of the following projects as improvements in the study area:

- Converting the outside motor vehicle lane on Blackstone Avenue in each direction to business access and transit (BAT) lanes
- New traffic signals at the following intersections
 - Blackstone Avenue & the Yosemite Falls Driveway
 - Blackstone Avenue & Santa Ana Avenue
 - Shaw Avenue & Effie Street
 - Pedestrian half-signal at Shaw Avenue & Glenn Avenue
- Leading pedestrian intervals for the signalized intersections of Blackstone Avenue between San Jose Avenue and Santa Ana Avenue

PURPOSE

The purpose of this traffic analysis is to assess the impacts of transportation projects that would improve access to parcels with redevelopment plans and to improve multimodal travel in the study area. Projects were identified through conversation with stakeholders and by consultant team's assessment of existing multimodal transportation environment. The traffic analysis specifically assessed impact on queue lengths and intersection operations.

GROWTH ASSUMPTIONS

FUTURE DEVELOPMENT

Based on known in-process redevelopment activity within the study area, an estimate of new development was established, consisting of 383 new residential units, 148,700 square feet of new retail space, and 75,600 square feet of new office space. This new development is expected to generate 8,435 net new daily trips and up to 823 new trips during the highest peak hour. Details on the methods and assumptions used for traffic generation calculations are included in the Appendix A: Traffic Analysis.

GROWTH EVALUATION

Several scenarios were evaluated. These included:

- » Near-term: current volumes plus known in-process development trips identified above
- » Near-term plus project: above, plus transportation projects
- » Cumulative: Fresno COG traffic model year 2042 volumes plus known in-process development trips
- » Cumulative plus project: above, plus transportation projects

The growth assumptions result in a conservative traffic growth scenario by layering the BSAC development changes on top of the 2042 Fresno COG model build-out scenario which already accounts for growth in the area consistent with the City of Fresno General Plan. This may result in expected traffic growth being overestimated by duplicating potential land use changes.

BLACKSTONE SHAW ACTIVITY CENTER STUDY

Additionally, no trips were reduced to account for pass-by trips, internal trip capture related to the mixed-use development, or proximity to the FAX Q bus rapid transit service.



POTENTIAL BENEFITS

PEDESTRIAN

Pedestrian connectivity within the study area will improve with new signalized crossings at the pedestrian half-signal and new traffic signals. Additionally, leading pedestrian intervals would also help reduce potential vehicle-pedestrian conflicts by giving pedestrians a “head-start” crossing at the signals along Blackstone Avenue.

TRANSIT

The BAT lanes on Blackstone Avenue will help improve transit reliability along the corridor by reducing the number of vehicles sharing the lane with the BRT service.

AUTOMOBILE

Several intersections within the study area would have a better level of service (lower congestion) as a result of signal timing changes and the new signals reducing the delay associated with unsignalized minor street turn movements. Some intersections within the BSAC study area would operate below the City of Fresno’s level of service standards for congestion during peak hours.

Access to the parcels within the BSAC study area would be improved with the additional traffic signals and the BAT lane by easing turn movements into and out of the parcels. Vehicle queuing at several intersections within the study area may exceed available storage and could result in queues spilling back through the upstream intersection.

Benefits and Impacts Summary

Traffic operations will reduce delay at some intersections while others will exceed the City of Fresno level of service standards at others. There are potential queuing impacts at Effie Street & Shaw Avenue, as well as Blackstone Avenue and Shaw Avenue. The following table summarizes these potential benefits and impacts.

BLACKSTONE SHAW ACTIVITY CENTER STUDY

Intersection	Existing Conditions	2042 Conditions
Blackstone Ave & Shaw Ave	--	x*
Glenn Ave & Shaw Ave	✓	✓
Effie St & Shaw Ave	✓*	✓*
Blackstone Ave & Yosemite Falls Dwy	--	✓
Maroa Ave & Shaw Ave	--	✓
Fresno St & Shaw Ave	--	✓
Blackstone Ave & Barstow Ave	--	x

Figure 27: Potential benefits and impacts to automobiles

- ✓ Potential Delay Benefit
- x Potential Delay Impact
- * Potential Queueing Impact

FEASIBILITY

ADDITIONAL ANALYSIS

The following outlines the need for additional analysis for aspects of improvement projects.

- » BAT lanes and traffic signals: More detailed analysis may be necessary to determine corridor-wide impacts beyond the BSAC study area. As well, analysis is required to determine the full impact of the BAT lanes on transit operations
- » Traffic signals: Need to meet California MUTCD warrants before moving forward
- » Additional analysis could also help determine the extent of any queuing or congestion along the corridor and help determine any required signal retiming, signal progressions to minimize congestion-related impacts, and where turn pockets may need to be extended to accommodate longer queues

CONTINGENT IMPROVEMENTS

Traffic signals and the pedestrian hybrid beacon improvements may be contingent on new development within the BSAC study area that:

- » Generates additional automobile and pedestrian trips to meet warrants
- » Contributes funding for these high-dollar pieces of infrastructure

Caltrans does not currently support signalization at Shaw Avenue & Effie Street due to the potential for queue spillback and impacts on the State Route 41 on- and off-ramps on Shaw Avenue. Any signalized improvement at this intersection will need to clearly demonstrate that impacts to State Route 41 can be avoided and will be contingent on Caltrans approval.

TIMELINE HORIZON

Leading pedestrian intervals are more easily implemented on a shorter time horizon because they require minor signal timing adjustments or limited signal modifications.

Other projects would likely be implemented on a longer time horizon. New traffic signals, the pedestrian hybrid beacon, and the BAT lane would take further study and more time to meet applicable warrants, engage the community in the proposed changes, and develop improvements' designs.

V. PROJECT FUNDING OPTIONS

The following sections provide an overview of funding sources, and their respective improvements. A summary of these funding sources can be found in Figure 28.

CITY FUNDING AND DEVELOPER FUNDING

City-funded projects may receive funding from a variety of sources, and the City may also partner with other agencies such as Fresno COG to pursue project funding. Projects in this area may also be funded by developers and constructed as part of development either on site or to improve transportation functions nearby, or developers may pay in lieu fees to construct these improvements

ACTIVE TRANSPORTATION GRANT FUNDING SOURCES

The following are sources of funding and their specific funding programs. City dollars can be used to match these regional, state, and federal funding sources.

Caltrans

- » Active Transportation Program
- » Sustainable Communities Planning Grant

USDOT

- » Congestion Mitigation and Air Quality Improvement Program

Fresno County Transportation Authority

- » Measure C Transit Oriented Development Program
- » Measure C Extension for:
 - Street Maintenance and Rehabilitation
 - Flexible Program
 - ADA Compliance
 - Bicycle Facilities

STATE GAS TAXES FOR TRANSPORTATION PURPOSES

The following are sources of funding from the state gas tax, to be used for transportation purposes.

- » Special gas tax, exclusively for traffic signals and streetlights
- » Proposition 111, Street Maintenance for street TSSL operations and capital grant match
- » BX8 6 Gas Tax, Street Maintenance operations and the Neighborhood Street Program
- » SB 1 Gas Tax, received on a per capita basis, used primarily for Street Maintenance operations and capital projects

Figure 28: Sources of funding

Funding Sources	Administering Agency	Availability of Funding	Notes	Eligible Improvements	Weblink
Federal Funding (Administered Locally)					
<i>Surface Transportation Block Grant</i>	FHWA, FAST Act Program administered through the Fresno Council of Governments	Every two years	Projects must be in the Statewide Transportation Improvement Program (STIP) and be consistent with the Long-Range Statewide Transportation Plan and Metropolitan Transportation Plan. May require 11.47% local match.	Bicycle facilities, including trails	2019 application guidelines are here - https://www.fresnocog.org/wp-content/uploads/2016/06/A.-2019-20-Final-STBG-Guidelines.pdf
<i>Congestion Mitigation and Air Quality Program</i>	FHWA, FAST Act Program administered through the Fresno Council of Governments	Every two years	Projects approved the Fresno COG Policy Board are included in the Federal Transportation Improvement Program (FTIP) prior to federal reimbursement. The 2019-2020 CMAQ Call for Projects covers two years in the FTIP, 2020-2024. May require 11.47% local match.	Pedestrian and bicycle facilities eligible if they demonstrate impact of decreasing emissions	2019 application guidelines are here - https://www.fresnocog.org/project/congestion-mitigation-air-quality-cmaq-program/
State Funding Sources					
<i>California Active Transportation Program</i>	California Transportation Commission	Varies; Cycle 5 call for applications expected in the spring 2020	Consolidated several older grant programs, including State SRTS and Bicycle Transportation. Funds range of capital and non-capital projects. Some preference given to projects in disadvantaged communities. The state program is competitive among jurisdictions statewide; the regional program is competitive among Fresno Council of Governments member agencies.	Bikeways, crossing improvements and most programmatic activities (e.g., encouragement, education, and enforcement), and plans (including active transportation plans and Safe Routes to School plans)	https://dot.ca.gov/pr ograms/localassistance/fed-andstateprograms/activetransportationprogram/cycle5
<i>California Proposition 68 (Parks and Water Bond)</i>	California Department of Parks and Recreation	Amount available is \$395,333M; grant applications should be	Eligible projects are from the Statewide Parks Program (SPP)	A variety of park facilities and types, including linear greenbelt parks, nonmotorized	https://www.parks.ca.gov/pages/1008/files/Final_Prop_68_SPP_A

BLACKSTONE SHAW ACTIVITY CENTER STUDY

Funding Sources	Administering Agency	Availability of Funding	Notes	Eligible Improvements	Weblink
<i>Act of 2018), Statewide Parks Program (SPP)</i>		between \$200K and \$8.5M Round Four may occur in 2020		trails, pedestrian and bicycle bridge	pplication Guide 1.22 .2019.pdf
<i>California Office of Traffic Safety Grants</i>	California Office of Traffic Safety	Annually; applications due January 30.	For traffic-safety education, awareness and enforcement programs aimed at drivers, pedestrians and bicyclists.	Certain activities under the SRTS, safety/education and enforcement programs.	https://www.ots.ca.gov/grants/
<i>Highway Safety Improvement Program</i>	Caltrans	Varies; From one to two years. Cycle 10 expected April or May 2020	For projects and programs that reduce traffic fatalities and serious injuries by correcting or improving a specific problem. Highly competitive at the state level.	For projects and programs that reduce traffic fatalities and serious injuries by correcting or improving a specific problem. Highly competitive at the state level.	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program
<i>Affordable Housing and Sustainable Communities Program</i>	California Strategic Growth Council	Annually; next call for projects slated for November 2019 with applications due February 2020	Projects that facilitate compact development, including bicycle infrastructure and amenities, with neighborhood scale impacts. Available to government agencies and institutions (including local government, transit agencies and school districts), developers and non-profit organizations.	Bikeways and pedestrian improvements, particularly those in the area covered in specific plans. Must be paired with affordable housing development, cannot be submitted as a standalone project.	https://sgc.ca.gov/programs/ahsc/
<i>Sustainable Transportation Planning Grants</i>	Caltrans	Annually; last round due October 2019	Funds for communities to do planning and studies to identify and evaluate projects, including conducting outreach or implementing pilot projects.	Planning, community engagement, studies to improve bicycle and pedestrian connections.	https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants

BLACKSTONE SHAW ACTIVITY CENTER STUDY

Funding Sources	Administering Agency	Availability of Funding	Notes	Eligible Improvements	Weblink
<i>Urban Greening Grants</i>	California Natural Resources Agency	Annually; Round 4 call for applications anticipated March 2020	A statewide program that allocates cap-and-trade dollars to projects that reduce greenhouse gas emissions.	Projects that reduce commute vehicle miles traveled by constructing bicycle paths or lanes, or pedestrian facilities that provide safe routes between residences, workplaces, commercial centers, and schools.	https://resources.ca.gov/grants/urban-greening/
<i>State Transportation Improvements Program</i>	California Transportation Commission	Every 2 years	Projects need to be nominated in Regional TIP, but MTC may nominate fund categories.	Any transportation project eligible for State Highway Account or Federal Funds	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/state-transportation-improvement-program
<i>California Gas Tax</i>	California Transportation Commission	Annually	Ineligible expenses include decorative lighting, transit facilities, park features, and new utilities.	Construction, engineering, and maintenance	https://sco.ca.gov/Files=/AUD/gas_tax_guidelines31219.pdf
<i>Transformative Climate Communities Program</i>	California Strategic Growth Council	Annually	Program's first year was 2017. Program focus is on reducing greenhouse gas emissions, improving public health, create economic opportunity, especially in disadvantaged communities. Fresno received a \$66.5 million grant in the program's first round.	Bicycle and pedestrian facilities, affordable and sustainable housing developments, transit stations and facilities, bicycle and car share programs, residential weatherization and solar projects, water-energy efficiency installations, urban greening, low-carbon transit vehicles and clean vehicle rebates, and health and well-being projects.	https://sgc.ca.gov/programs/tcc/resources/application.html

BLACKSTONE SHAW ACTIVITY CENTER STUDY

Funding Sources	Administering Agency	Availability of Funding	Notes	Eligible Improvements	Weblink
Regional and City Funding Sources					
<i>Measure C, Transit Oriented Infrastructure</i>	Fresno Council of Governments	Annually	Program created in the 2006 Measure C Extension Plan. TOD allocation support community-based transit projects aimed at increasing transit use.	Transit facility improvement, bicycle and pedestrian facility improvements, public plaza, streetscape enhancements.	https://www.fresnocog.org/measure-c-transit-oriented-development/
<i>Measure C, Local Transportation Program</i>	Fresno County Transportation Authority	Project funding decisions made by the FCTA Board	The Measure C Extension Plan provides multi-modal funding from a percentage of local sales tax revenue in three programs: public transit, local transportation, and regional transportation.	The Local Transportation Program funds various projects including street maintenance and rehabilitation, ADA Compliance, and pedestrian trails and bicycle facilities.	City 2020 Adopted Budget, page 21 - https://www.fresno.gov/finance/wp-content/uploads/sites/11/2019/10/FY2020AdoptedBudgetUpdated2.pdf
<i>Regional Sustainable Infrastructure Planning Grant</i>	Fresno Council of Governments	Annually; Cycle 3 grant application deadline was August 1, 2019	Program objective is to encourage local and regional multimodal transportation and land-use planning and addresses the needs of disadvantaged communities.	Planning studies, safe routes to school plans, complete streets plans, bicycle and pedestrian plans with safety enhancement focus (including Vision Zero).	https://www.fresnocog.org/project/fresno-cog-administered-grant-programs/
Local Funding Sources					
<i>Pedestrian and Bicycle Facility</i>	City of Fresno	Annual	This program in the Public Works Department implements and maintains walking and bicycling facilities. Funds can be used as match for grants.	On-road bicycle facilities and pedestrian infrastructure.	
<i>General Fund</i>	City of Fresno	Annually	A component of local general funds can be dedicated to transportation improvements through allocations to the City's Public Works, Parks and Recreation, or Police Departments. There are generally few restrictions on these funds.	Operating expenses such as staff time, outreach and education materials, facility maintenance and other small capital expenses	

BLACKSTONE SHAW ACTIVITY CENTER STUDY

Funding Sources	Administering Agency	Availability of Funding	Notes	Eligible Improvements	Weblink
<i>Municipal Bonds</i>	City of Fresno	n/a	Cities have the authority to issue municipal bonds to finance infrastructure projects.	All transportation improvements	
<i>Parking Benefits</i>	City of Fresno	n/a	Parking Benefit Districts can finance infrastructure improvements in popular employment or commercial centers by dedicating parking fee and ticket revenue to bicycle and pedestrian enhancements. Within a parking benefit district, public parking spaces (on- and off-street) are charged hourly rates to aid turnover of spaces for customers.	Bikeways and crossing improvements	
Other Funding Opportunities					
<i>Other Local foundations, health organizations, and businesses</i>			Local Foundations, Health Organizations, and Businesses can be good sources of funds for education and outreach, however, may not be suitable for the larger funding needs for trail network expansion.		

VI. NEXT STEPS

The results of this study will be used by Fresno COG, the City of Fresno, developers, and other stakeholders to move a vision of a vibrant Blackstone Shaw Activity Center forward. Fresno Metro Ministry/Better Blackstone CDC will continue to provide engagement work for this effort as they have throughout the development of this study.

Funded by Caltrans and in partnership with Fresno COG and many others, Metro/BBCDC is now conducting the Better Blackstone Design Challenge, focused on crafting design scenarios for mixed-use TOD development on over 500 mixed-use zoned parcels on Blackstone between Barstow Avenue and Hwy 180

Major community open houses to share ideas and images, and receive property owner, business, and community resident input are planned for August and fall 2020.

APPENDIX A: TRAFFIC ANALYSIS

APPENDIX B: BETTER BLACKSTONE DESIGN CHALLENGE – DESIGN PRINCIPLES

MEMORANDUM

DATE: September 11, 2020
 To: Policy Advisory Committee
 COG Policy Board
 FROM: Jennifer Soliz, Regional Planner
 SUBJECT: Regional Clearinghouse Consent Calendar

RECOMMENDATION: Per Board procedure, unless an item is pulled from the Consent Calendar, tacit authorization is given for staff to forward any comment(s) received, or any Committee/Board comment(s) generated as a result of this informational item, to the appropriate agency. It is understood that if in the event any item should be pulled from the consent calendar, discussion and comment by the Committee members and the public will be taken.

Discussion: The Regional Clearinghouse is a process of informing local agencies of federal grant requests, providing an opportunity to comment, and potentially avoid duplication of effort. Clearinghouse items are brought before the Policy Advisory Committee (PAC) and, if appropriate, the Transportation Technical Committee (TTC) for review and comment. Any resulting TTC/PAC comments, and any comments received from other agencies as a result of the Clearinghouse notification process, are noted on a monthly report brought forward to the Fresno COG Policy Board.

COG Policy Board action would be to authorize staff to forward any comments received or any Board comments to the State Clearinghouse and other appropriate agencies. The applicants have been notified of this meeting. While participation by the agency is optional, they have been personally requested to attend the Policy Board meeting in case there should be any questions. It should be noted that if in the event any of these items should be pulled from the consent calendar, that discussion and comment by the Committee/Board members and the public will be taken. Project Notification and Review Reports describing these projects are attached.

FUNDING: Proposed funding levels are as shown below:

Applicant	Federal Funds	Applicant	State	Local	Program Incom	Total Funds
Fresno County	\$846,921.00					\$846,921.00

PROJECT NOTIFICATION AND REVIEW REPORT

PROJECT NOTIFICATION AND REVIEW REPORT	
Regional Clearinghouse Number:	RCH #09-2020-264
Project Title:	Emergency Solutions Grant – CARES Act (ESG-CV)
Applicant Agency:	Fresno County
Contact Person:	Laura Moreno
Address:	205 W. Pontiac Way
Phone:	559-600-2335
Federal Catalog#:	14.231
Status:	New
Area of Impact:	Fresno County
Federal Funding Agency:	Department of Housing and Urban Development

FUNDING:	
\$846,921.00	Federal
\$0.00	Applicant
\$0.00	State
\$0.00	Local
\$0.00	Other
\$846,921.00	TOTAL