

2022 Regional Transportation Improvement Program

Fiscal Years 2022/23 through 2026/27

Submitted and Prepared by the

Fresno Council of Governments

2035 Tulare St # 201 | Fresno, CA 93721 | fresnocog.org



December 15, 2021

Mr. Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street (MS-52)
Sacramento, CA 95814

Subject: Fresno COG 2022 Regional Transportation Improvement Program Submittal

Dear Mr. Weiss,

Consistent with the guidance provided by the California Transportation Commission, the Fresno Council of Governments (Fresno COG) has adopted Resolution 2021-47 setting forth the 2022 Regional Transportation Improvement Program (RTIP) for submittal to the California Transportation Commission and inclusion in the 2022 State Transportation Improvement Program (STIP).

The proposed 2022 RTIP is consistent with Fresno COG's approved 2018 Regional Transportation Plan and Sustainable Communities Strategies and is based on regional priorities. The programming is consistent with the adopted Fund Estimate for the 2022 STIP and 2021 Mid-Cycle STIP.

If you have any questions, please feel free to contact Jennifer Soliz, Associate Regional Planner, at (559) 233-4148 Extension 223.

Sincerely,



TONY BOREN
Executive Director

**2022 REGIONAL TRANSPORTATION IMPROVEMENT
PROGRAM
Fresno Council of Governments**

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A. Overview and Schedule

Section 1. Executive Summary

The Fresno Council of Governments (Fresno COG) is a joint-powers authority comprised of the County of Fresno and the 15 incorporated cities. Fresno COG serves as the state-designated Regional Transportation Planning Agency (RTPA) and federally designated Metropolitan Planning Organization (MPO) for Fresno County and must comply with both designation requirements. Fresno COG's primary role as the RTPA is comprehensive regional planning with an emphasis on transportation and has expanded to touch on issues such as air quality, housing, growth, and economic development. Fresno COG is responsible for developing the region's funding priorities for the State Transportation Improvement Program (STIP) by submitting a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC).

As the RTPA and MPO for the region, Fresno COG is responsible for developing and implementing the Regional Transportation Plan (RTP) that looks 25 years into the future and sets policies for a wide variety of transportation improvements. Fresno COG also prepares the region's Federal Transportation Improvement Program (FTIP), a four-year program of financially constrained transportation projects consisting of highway, transit, bicycle, and pedestrian projects that are selected through an approved project selection process.

Fresno County has been a self-help county since 1986 when voters approved our local ½ cent sales tax, Measure C, dedicated to transportation. Much of the planning and implementation of the Measure C Program is done by Fresno COG, while the agency responsible for overseeing the implementation of Measure C is the Fresno County Transportation Authority (FCTA).

The Fresno Region has a policy of leveraging state and federal funding on major regional improvements with Measure C funding. As in previous STIP cycles, this plan reflects the partnership among Fresno COG, FCTA, Caltrans, and the CTC that enables the region to maximize project delivery with a combination of local Measure C, state and federal resources.

The 2022 STIP provided \$22 million in new regional programming capacity. Fresno COG proposes programming \$11.9 million of our funding shares on the following projects:

- \$10 million for construction on the SR 41 Excelsior Expressway project. The total project cost for construction is \$60.8 million. This project will be funded through various sources as outlined in Sections 6 and 7. Construction is programmed in FY 2024/25.
- \$1.1 million for cost increases on the SR 180W landscape/mitigation project.
- \$399,000 per year in Planning Program Monitoring (PPM) for the two years added to the STIP funding capacity which is FY 2025/26 and 2026/27.

\$45.3 million in existing Regional Improvement Program (RIP) will be carried over from the 2020 STIP for the North/Cedar phase of the South Fresno Interchange Project. Construction for the south Fresno interchange project is programmed in FFY 2023/24.

The 2021 mid-cycle STIP has also provided \$4.76 million that must be programmed no later than June 2024. The 2022 RTIP proposes \$4.76 million to design and right-of-way on the

American Avenue phase of the SR 99 South Fresno Interchange project. The American Avenue interchange construction phase is occurring in 2023-24 concurrent with the North-Cedar interchange.

Section 2. General Information

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

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

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

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

- **Regional Agency Executive Director Contact Information**

Name Tony Boren
Title Executive Director
Email tboren@fresnocog.org
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- **RTIP Manager Staff Contact Information**

Name	Jennifer Soliz	Title	Associate Regional Planner
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- **California Transportation Commission (CTC) Staff Contact Information**

Name	Teresa Favila	Title	Deputy Director
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City/State	Sacramento, CA		
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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15th of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region’s transportation investments over a 20-to-25-year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency’s Historical and Current Approach to developing the RTIP

Fresno COG’s RTIP is developed through collaboration with Caltrans, FCTA, and its 16 member agencies. Fresno COG’s policy for the RTIP is that 75% or more of the region’s STIP county shares shall be used on projects from our Measure C tier I project list. This policy was created when the measure passed to ensure the regionally significant projects on the tier I project list were delivered as promised to the voters.

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

Between the adoption of the 2022 RTIP and the previous 2020 RTIP, no RTIP projects have been fully completed however, STIP funding has been allocated for the construction phase of Veterans Blvd and the SR 180W Freeway project and construction is in progress.

A summary of the benefits for the construction projects in progress include:

Project Name and Location	Description	Summary of Improvements/ Benefits
SR 180W Landscape Project – Segment 2	Landscape mitigation	Landscape mitigation, enhance highway aesthetics
Veterans Blvd	A six-lane arterial roadway in northwest Fresno, freeway interchange at SR 99, grade separations over the Union Pacific Railroad, High Speed Rail line and Golden State Boulevard and improvements to roadways surrounding the project.	A regionally significant project that will improve traffic capacity and enhance traffic operations and mobility to accommodate traffic demands in California’s Central Valley along State Route 99. The project also addresses east-west traffic issues faced when navigating local roadways.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 18, 2021
Caltrans identifies State Highway Needs	September 15, 2021
Caltrans submits draft ITIP	October 15, 2021
CTC ITIP Hearing, North	November 1, 2021
CTC ITIP Hearing, South	November 8, 2021
Regional Agency adopts 2022 RTIP	November 18, 2021
Regions submit RTIP to CTC (postmark by)	December 15, 2021
Caltrans submits ITIP to CTC	December 15, 2021
CTC STIP Hearing, North	January 27, 2022
CTC STIP Hearing, South	February 3, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2020 STIP	March 23-24, 2022

B. Public Participation/Project Selection Process

Public participation is encouraged at every stage of the planning process and all meetings are open to the public. As mentioned in Section 3B, majority of our RIP funds are dedicated to our regional priorities on our Measure C Tier I project list, which includes current RTIP candidates, was developed and vetted with the Measure C Oversight Committee, included on the ballot and passed by the voters. This plan is updated every two years. The plan updates go through three advisory committees and the two boards of elected officials for Fresno COG and FCTA. All meetings are publicly noticed, and public input is invited. In addition, FCTA has a public relations consultant that schedules public events periodically to communicate the “Promise of Measure C” to the public. The 2022 RTIP project recommendations went through our advisory committee process and was unanimously approved by the Fresno COG Policy Board in November 2021. The FCTA Board also approved the regional priorities and the local funding portion proposed on our RTIP projects.

Fresno COG has a robust Public Participation Plan (PPP) for the RTP to identify regional needs and priorities. The PPP outlines the goals, strategies and methods that guided Fresno COG’s efforts to build RTP awareness with particular emphasis on the Sustainable Communities Strategy (SCS). The outreach strategy specifically outlined tactics for reaching out to nontraditional as well as traditional audiences to include them in the transportation planning process. It was designed to help ensure environmental justice issues were addressed and that interested parties had ample opportunity to understand and provide meaningful input while the RTP was in its early stages and throughout the planning process. The RTP’s overarching goals and supporting policies are established to direct both the long-term and short-term courses of action to meet the region’s needs.

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

Caltrans District: 6

Collaboration with Caltrans has always been a vital part of our process for developing the RTIP. Caltrans sits on our Policy Advisory Committee, which convenes monthly to advise the Fresno COG Policy Board on transportation issues. Caltrans also sits as a cooperative member of our Policy Board and provides monthly input during Policy Board meetings. Caltrans also attends the Technical Advisory Committee and Board meetings for FCTA, our key partner in delivering major transportation projects for the region.

Since a significant portion of our Measure C program is dedicated to the state highway system, communication among Fresno COG, Caltrans, and the Transportation Authority are frequent and at a high level. The results of this cooperative planning process is reflected by our success in leveraging the funds necessary to build out the network of freeways and connected highways in, out, and through Fresno over the last thirty years.

Fresno COG and Caltrans meet quarterly to discuss the progress of STIP projects in the region. For each STIP cycle, Fresno COG and Caltrans discuss funding plans for our regional priority projects and identifying highway improvement projects and needs that can be included in the Interregional Transportation Improvement Program (ITIP). The proposed 2022 RTIP included significant interaction with Caltrans as we are partnering on a Caltrans ITIP project, SR 41 Excelsior Expressway Project. Caltrans is also the implementing agency for our South Fresno Interchange Project that will provide much needed improvements to interchanges along SR 99.

B. 2022 STIP Regional Funding Request

Section 6. 2022 STIP Regional Share and Request for Programming

A. 2022 Regional Fund Share Per 2022 STIP Fund Estimate

Per the adopted 2022 STIP fund estimate, the total target for the Fresno region through FY 2026/27 is \$22,420,000 in new programming capacity including the carryover balance from the 2020 STIP.

Per the mid-STIP FE, Fresno COG received an additional \$4,760,313.

B. Summary of Requested Programming

Projects previously programmed from the 2020 RTIP will carryover to the 2022 RTIP for a total funding amount of \$43,543,000.

Project Name and Location	Project Description	RIP Total
South Fresno Interchange Project, North/Cedar Avenue Phase	Modify existing interchanges along SR 99 utilizing standard interchange designs	\$42,346,000
Programming, Planning, Monitoring	PPM for FY 2022-/23 – 2024/25	\$1,197,000

A total of \$1,116,000 is necessary to fund a cost increase for one existing programmed project from prior years.

Project Name and Location	Project Description	Requested RIP Amount
SR 180 W Freeway Landscaping, Segment 2 SR 180W from Brawley Ave to Teilman Ave	Landscape Mitigation	\$1,116,000

Program two new projects for a total of \$10,798,000.

Project Name and Location	Project Description	Requested RIP Amount
SR 41 Excelsior Expressway, SR 41 from Elkhorn Ave to Excelsior Ave	Construct a 4-lane divided expressway from an existing 2-lane expressway and close a 6-mileunimproved gap.	\$10,000,000
Programming, Planning, Monitoring	PPM for FY 2025/26-2026/27	\$798,000

Program mid-cycle STIP funding on a carryover project on the design and right of way phase for a total of \$4,760,313.

Project Name and Location	Project Description	Requested RIP Amount
South Fresno Interchange Project, American Avenue Phase	Modify existing interchanges along SR 99 utilizing standard interchange designs	\$4,760,313

In summary, a total of \$11,914,000 is proposed for new programming to projects against the available 2022 RTIP Capacity of \$22,420,000 leaving \$10,506,000 available to carryover to the 2024 RTIP.

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

Proposed 2022 RTIP	Total RTIP	Other Funding			Total Project Cost
		ITIP	SHOPP	Measure C – Local	
180W Landscape Project	\$1,116				\$7,463
South Fresno Interchange (North/Cedar Phase)	\$42,346			\$31,454	\$76,800
South Fresno Interchange (American Ave Phase)	\$4,760			\$51,340	\$56,100
SR 41 Excelsior Expressway	\$10,000	\$23,000	\$14,800	\$13,000	\$70,800
Planning, Programming, Monitoring	\$1,995				\$1,995
Totals (\$1,000s)	\$60,217	\$23,000	\$14,800	\$95,794	\$213,158

Notes: South Fresno Interchange Project has two PPRs for 2 phases, North/Cedar Avenue and American Avenue, however they are being constructed concurrently.

Total project cost includes prior funding that is reflected in the Detailed Project Programming Summary Table, Appendices Section 18.

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

Fresno COG's original self-help measure expanded SR 41 out to Elkhorn, and Kings County has improved SR 41 on the county line to Lemoore, leaving this six-mile, unimproved gap on the remaining segment in Fresno County. Over the last decade, this six-mile gap has recorded 146 collisions and 19 fatalities, accounting for 35% of deaths on the entire 44-mile stretch of SR 41 in Fresno County¹. Aside from the safety improvements, this project will increase connectivity for economically underserved and tribal communities, improve operational efficiency of interregional freight movement and local farm-to-market travel, provide access to essential services, and relieve congestion. This project is within the 2021 ITSP's strategic interregional corridors and located on a priority interregional facility.

The 2018 ITIP and RTIP funded the design phase in FY 2018-19 and right of way in FY 2019-20. Construction funding was delayed in the 2020 ITIP however, through partnership and collaboration with Caltrans and FCTA, construction funding is being proposed in the 2022 ITIP, RTIP, and local measure C funds to complete this project and close this gap.

Section 9. Projects Planned Within Multi-Modal Corridors

No planned projects or projects underway will be impacted by the South Fresno Interchange Project or the SR 41 Excelsior Expressway Project as proposed in the 2022 RTIP.

Section 10. Highways to Boulevards Conversion Pilot Program

There are no potential candidates for a highways to boulevards conversion project in our region.

¹ Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2021

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

Section 11. Regional Level Performance Evaluation (per Section 19A of the guidelines)

The 2022 RTIP furthers the goals and policies of Fresno COG’s adopted 2018 RTP/SCS. Fresno COG’s adopted 2018 RTP/SCS meets the recommended GHG reduction targets set forth by the California Air Resources Board, reduces per capita VMT (as shown in table B1), and the projects proposed in the 2022 RTIP are consistent with the goals, policies and funding capacity demonstrated in the RTP/SCS. Our regional vision, goals, and policies focus on areas including infrastructure, safety, accessibility, connectivity, sustainability and resiliency, economy, and partnerships.

The South Fresno Interchange project will improve safety and traffic operations along the SR 99 corridor. This project will also address accessibility, sustainability, and will serve the economic vitality for the region.

The SR 41 Excelsior Expressway Project directly addresses safety, accessibility, connectivity goods movement, and will provide many benefits to the region through true partnership and collaboration.

The RTIP is one of various funding sources the region relies upon to support transportation projects that support the goals of Fresno COG’s RTP/SCS.

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

Table B1 Evaluation – Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	23.04 (2019)	23.42 (2046)
	Percent of congested VMT (at or below 35 mph)	11.47 % (2019)	10.64% (2046)
	Commute mode share (travel to work or school)	Auto 95% Transit 1% Bike 1% Walk 3% (2019)	Auto 95% Transit 2% Bike 0% Walk 3% (2046)
Infrastructure Condition	Percent of distressed state highway lane-miles	16.6% (2019)	7.2% (2021)
	Pavement Condition Index (local streets and roads)	60 (2018/2019)	56 (2035)

	Percent of highway bridges by deck area classified in Poor condition	0.8% (2020)	0.8% (2021)
	Percent of transit assets that have surpassed the FTA useful life period	24.7% (2021)	18.4 (2022)
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	Not Applicable	Not Applicable
	Accessibility and on-time performance for rail and transit	Not Applicable	Not Applicable
Safety	Fatalities and serious injuries per capita	11.9/37.9 (per 100,000)	Not Applicable
	Fatalities and serious injuries per VMT	1.294/4.118 (per 100 million)	Not Applicable
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	38.6(2019)	38.8% (2035)
	Mean commute travel time (to work or school)	13.7 min (2019)	13 min (2046)
	Farebox recovery ratio	Not Applicable	Not Applicable
Environmental Sustainability	Change in acres of agricultural land	2,167,013 (2021)	2,165,058 (2035)
	CO ₂ emissions reduction per capita	Not Applicable	13% (2035)

Section 12. Regional and Statewide Benefits of RTIP

The projects programmed in the 2022 RTIP provide both regional and statewide benefits. The projects will contribute to an efficient, safe, integrated and sustainable transportation system. The transportation system plays an important role in the region’s economy helping move both people and goods. The programmed projects will improve safety along two major corridors, SR 99 and SR 41. Both corridors are identified as priority interregional facilities on the Interregional Transportation Strategic Plan (ITSP). Both projects will accomplish the goals of the 2021 ITSP.

The South Fresno Interchange project will serve an area planned for approximately 1,000 acres of industrial use. The area is already home to major fulfillment centers and has improved the region’s economy by creating thousands of jobs. The projects will include increased traffic capacity and operations and will accommodate the future transportation needs of the region.

The SR 41 Excelsior Expressway Project will provide many benefits to the state and the region. Over the last decade, this six-mile gap has recorded 146 collisions and 19 fatalities, accounting

for 35 percent of deaths on the entire 44-mile stretch of SR 41 in Fresno County². Aside from the safety improvements, this project will increase connectivity for economically underserved and tribal communities, improve operational efficiency of interregional freight movement and local farm-to-market travel, provide access to essential services, and relieve congestion.

D. Performance and Effectiveness of RTIP

Section 13. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

The cost-effectiveness of the RTIP on a regional level is based upon the following metrics and previously identified in Table B1. The programmed projects in the 2022 RTIP will improve traffic circulation and reduce congestion, enhance access and connectivity, improve regional movement of freight and goods and local farm to market travel, and improve safety.

Table B2 Evaluation – Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	23.04 (2019)	23.42 (2046)
	Percent of congested VMT (at or below 35 mph)	11.47 % (2019)	10.64% (2046)
	Commuter mode share (travel to work or school)	Auto 95% Transit 1% Bike 1% Walk 3% (2019)	Auto 95% Transit 2% Bike 0% Walk 3% (2046)
Infrastructure Condition	Percent of distressed state highway lane-miles	16.6% (2019)	7.2% (2021)
	Pavement Condition Index (local streets and roads)	60 (2018/2019)	56 (2035)
	Percent of highway bridges by deck area classified in Poor condition	0.8% (2020)	0.8% (2021)
	Percent of transit assets that have surpassed the FTA useful life period	24.7% (2021)	18.4 (2022)
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	Not Applicable	Not Applicable

² Ibid., 8.

	Accessibility and on-time performance for rail and transit	Not Applicable	Not Applicable
Safety	Fatalities and serious injuries per capita	11.9/37.9 (per 100,000)	Not Applicable
	Fatalities and serious injuries per VMT	1.294/4.118 (per 100 million)	Not Applicable
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	38.6(2019)	38.8% (2035)
	Mean commute travel time (to work or school)	13.7 min (2019)	13 min (2046)
	Farebox recovery ratio	Not Applicable	Not Applicable
Environmental Sustainability	Change in acres of agricultural land	2,167,013 (2021)	2,165,058 (2035)
	CO ₂ emissions reduction per capita	Not Applicable	13% (2035)

Section 14. Project Specific Evaluation (Required per Section 19D)

Per the STIP guidelines, the RTIP shall include a project specific evaluation for each new project for which construction is proposed if the total amount of existing proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or the total project cost is \$50 million or greater. The South Fresno Interchange Project and SR 41 Excelsior Expressway Project both have a total project cost greater than \$50 million. A project level benefit analysis was completed using Caltrans' California Life-Cycle Benefit Cost Model (Cal B/C). The results of the analysis are shown below:

District: D-06

PROJECT: 06-FRE-41-PM-0.0/7.1 EXCELSIOR EXPRESSWAY

EA: 06-05370
PPNO: 6705

3

INVESTMENT ANALYSIS SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$70.7				
Life-Cycle Benefits (mil. \$)	\$223.0				
Net Present Value (mil. \$)	\$152.3				
Benefit / Cost Ratio:	3.2				
Rate of Return on Investment:	18.0%				
Payback Period:	5 years				

ITEMIZED BENEFITS (mil. \$)	Passenger	Freight	Total Over	Average
	Benefits	Benefits	20 Years	Annual
Travel Time Savings	\$46.0	\$0.0	\$46.0	\$2.3
Veh. Op. Cost Savings	-\$9.2	\$0.0	-\$9.2	-\$0.5
Accident Cost Savings	\$158.4	\$28.6	\$187.0	\$9.3
Emission Cost Savings	-\$0.8	\$0.0	-\$0.8	-\$0.0
TOTAL BENEFITS	\$194.4	\$28.6	\$223.0	\$11.2
Person-Hours of Time Saved			5,492,730	274,636

Should benefit-cost results include:				
1) Induced Travel? (y/n)	<input checked="" type="checkbox"/>	Y	Default = Y	
2) Vehicle Operating Costs? (y/n)	<input checked="" type="checkbox"/>	Y	Default = Y	
3) Accident Costs? (y/n)	<input checked="" type="checkbox"/>	Y	Default = Y	
4) Vehicle Emissions? (y/n)	<input checked="" type="checkbox"/>	Y	Default = Y includes value for CO ₂ e	

EMISSIONS REDUCTION	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	68	3	\$0.0	\$0.0
CO ₂ Emissions Saved	-24,971	-1,249	-\$0.8	-\$0.0
NO _x Emissions Saved	-2	0	-\$0.0	-\$0.0
PM ₁₀ Emissions Saved	0	0	-\$0.0	-\$0.0
PM _{2.5} Emissions Saved	0	0	-\$0.0	-\$0.0
SO _x Emissions Saved	0	0	-\$0.0	-\$0.0
VOC Emissions Saved	-4	0	-\$0.0	-\$0.0

District: D 06

PROJECT: South Fresno State Route 99 Corridor Project

EA: 06-0H240
PPNO:

3

INVESTMENT ANALYSIS SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$103.1				
Life-Cycle Benefits (mil. \$)	\$151.9				
Net Present Value (mil. \$)	\$48.8				
Benefit / Cost Ratio:	1.47				
Rate of Return on Investment:	10.3%				
Payback Period:	10 years				

ITEMIZED BENEFITS (mil. \$)	Total Over	Average	Total Over	Average
	30 Years	Annual	30 Years	Annual
Travel Time Savings	\$72.2		\$2.4	
Veh. Op. Cost Savings	\$7.2		\$0.2	
Accident Cost Savings	\$71.0		\$2.4	
Emission Cost Savings	\$1.6		\$0.1	
TOTAL BENEFITS	\$151.9		\$5.1	
Person-Hours of Time Saved			13,565,736	452,191
Fatalities Avoided			11	0
Injuries Avoided			1,003	33
PDO Avoided			5,543	185

Should benefit-cost results include:				
1) Induced Travel? (y/n)	<input checked="" type="checkbox"/>	Y	Default = Y	
2) Vehicle Operating Costs? (y/n)	<input checked="" type="checkbox"/>	Y	Default = Y	
3) Accident Costs? (y/n)	<input checked="" type="checkbox"/>	Y	Default = Y	
4) Vehicle Emissions? (y/n)	<input checked="" type="checkbox"/>	Y	Default = Y includes value for CO ₂ e	

EMISSIONS REDUCTION	Tons		Value (mil. \$)	
	Total Over 30 Years	Average Annual	Total Over 30 Years	Average Annual
CO Emissions Saved	160	5	\$0.0	\$0.0
CO ₂ Emissions Saved	65,057	2,169	\$1.0	\$0.0
NO _x Emissions Saved	156	5	\$0.5	\$0.0
PM _{2.5} Emissions Saved	1	0	\$0.1	\$0.0
SO _x Emissions Saved	1	0	\$0.0	\$0.0
VOC Emissions Saved	17	1	\$0.0	\$0.0

E. Detailed Project Information

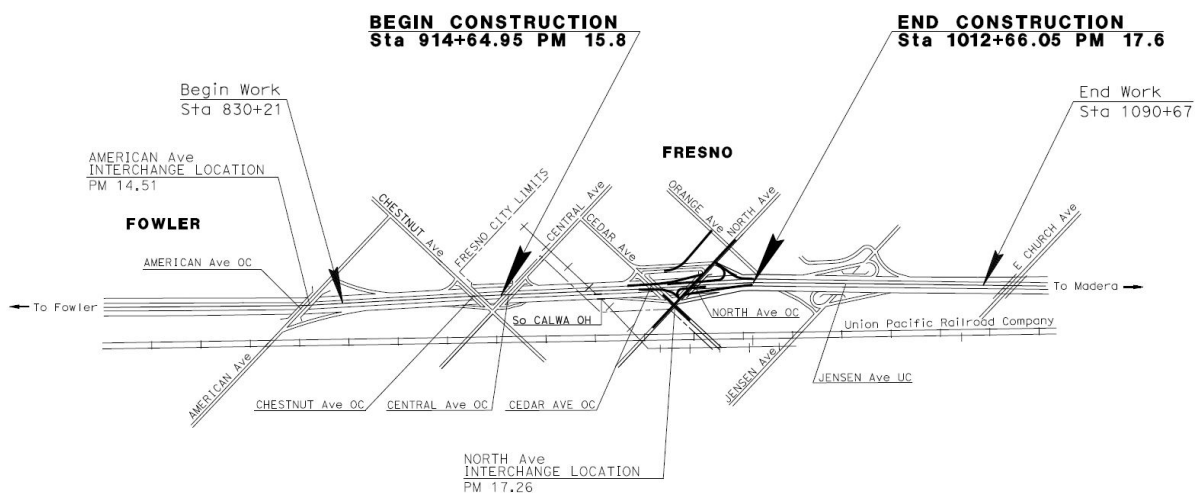
Section 15. Overview of Projects Programmed with RIP Funding

This section provides an overview of each project programmed in the 2022 RTIP.

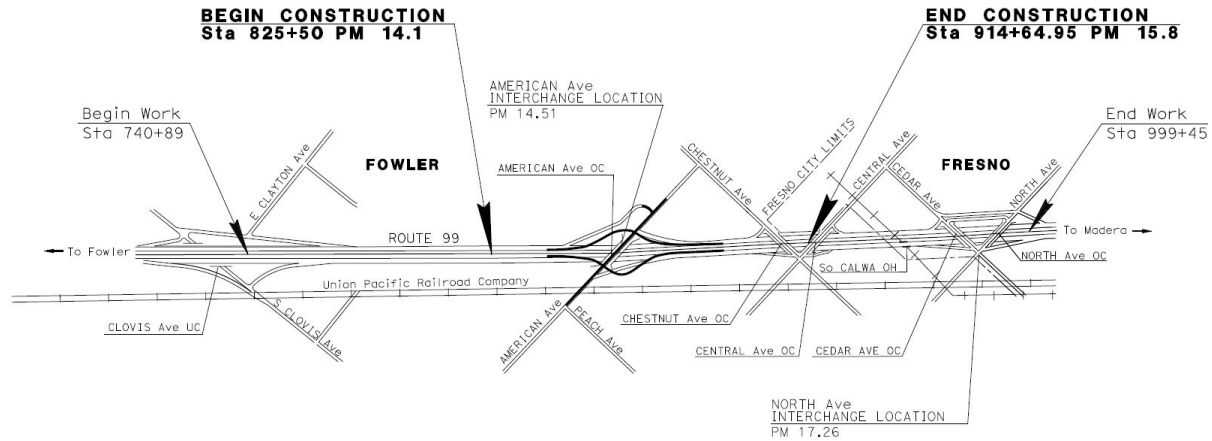
South Fresno Interchange: The South Fresno SR 99 Corridor Project will modify two interchanges along SR 99, North-Cedar Avenue and American Ave, with two modern interchange designs to improve access, operations, and safety on the state highway, as well as the adjacent local road network. Better access is both critical and potentially transformative for this growing industrial area within, and just south of, the City of Fresno to provide good paying jobs, help address air pollution, and racial and economic equity concerns. The project will replace two aged overcrossings, realign and widen ramps, eliminate isolated ramps, install signalized intersections, provide sidewalk and bicycle facilities, install a sound barrier to mitigate traffic noise, provide EV charging stations, and replace or rehabilitate existing pavement. Furthermore, the project will reduce lifecycle costs, improve safety, improve access to jobs, reduce congestion, and improve goods movement.

Approximately \$3 million in 2018 STIP funds were programmed to environmentally clear the South Fresno Interchange Project including the North/Cedar and American Avenue interchanges along SR 99. Environmental was complete in FY 20/21. Caltrans used Measure C funds to begin design and right-of-way acquisition in FY 2020-21. 2020 STIP funds were programmed for construction, which is planned in FY 2023-24 and will carry over to the 2022 STIP. \$4.7m of 2021 mid-cycle STIP funding will be programmed on design and right of way for the American Avenue interchange. Both American Avenue interchange and the North-Cedar interchange are being constructed and worked on concurrently. The total project cost is \$132,900,000.

North-Cedar Interchange



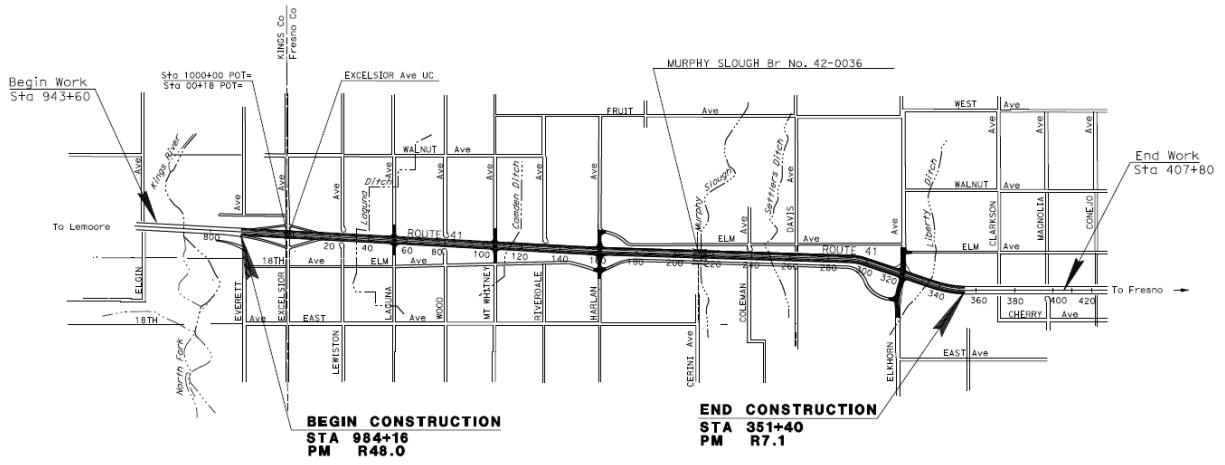
American Avenue Interchange



SR 41 Excelsior Expressway: Along SR 41 from Excelsior Avenue to Elkhorn Avenue, the project will convert six miles of two-lane conventional highway to a divided four-lane expressway, thereby, completing a continuous 44-mile corridor. This gap in the existing four-lane facility has a long history of collisions and experiences higher-than-expected collision rates. Caltrans has initiated an interim safety project to install temporary K-rail barrier along the centerline in order to preclude passing and prevent head-on collisions until the facility can be expanded to four-lanes. The project will save lives by providing a comprehensive long-term solution to the various safety problems along this route segment. While this is a widening project, its focus is safety and not capacity.

Completing this gap will not increase VMT and will not spur suburban development. This project will improve access to jobs and vital services within the Fresno urban area for economically underserved and tribal communities. The project serves interregional traffic and local communities between the coastal and Sierra Nevada Mountain recreational areas and commercial truck traffic. The project will accomplish the goals of the 2021 ITSP by improving the operational efficiency of interregional freight movement and local farm-to market travel. The project will increase connectivity for economically underserved and tribal communities. The project will provide access to the future High-Speed Rail Kings/Tulare station. The project may incorporate Complete Streets and Zero-Emission Vehicle infrastructure elements.

Caltrans, Fresno COG, and FCTA have partnered to fully fund this project with ITIP, RTIP, and local funds. The total project cost is \$70,800,000.



Planning, Programming, & Monitoring (PPM): Fresno COG is requesting an additional \$399,000 per year for the final two years (2025/26-2026/27) in the STIP, for a total of \$798,000. This is below the 5 percent PPM limitation the CTC allows. Over the five-year STIP period, \$1.99 million is programmed for administering the federal aid and STIP process.

F. Appendices

Section 16. Projects Programming Request Forms

Section 17. Board Resolution or Documentation of 2022 RTIP Approval

Section 18. Detailed Project Programming Summary Table

Section 19. Project Study Reports

Project Study Reports can be found on the Fresno COG website:

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

Appendices

Section 16

Project Programming Request Forms

South Fresno Interchange Project

North/Cedar Avenue Phase

American Avenue Phase

Project Programming Request

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/09/2021 17:05:35
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
06	0H241	0622000006	6288A	Caltrans District 6	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Fresno	99	14.100	15.800	Fresno County Transportation Authority, Fresno Council of G	
				MPO	Element
				FCOG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Chris Gardner			559-978-1888	chris.gardner@dot.ca.gov	

Project Title

South Fresno SR 99 Corridor Project : American Avenue Interchange

Location (Project Limits), Description (Scope of Work)

In Fresno County, in and near Fresno, from 0.4 mile south of American Avenue to Central Avenue Overcrossing. Modify interchange.

Component	Implementing Agency
PA&ED	Caltrans District 6
PS&E	Caltrans District 6
Right of Way	Caltrans District 6
Construction	Caltrans District 6

Legislative Districts

Assembly:	31	Senate:	12,14	Congressional:	21
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Project Milestone	Existing	Proposed
Project Study Report Approved	12/06/2016	
Begin Environmental (PA&ED) Phase		07/01/2018
Circulate Draft Environmental Document Document Type EIR		10/14/2021
Draft Project Report		09/29/2021
End Environmental Phase (PA&ED Milestone)		06/30/2021
Begin Design (PS&E) Phase		12/01/2021
End Design Phase (Ready to List for Advertisement Milestone)		03/25/2024
Begin Right of Way Phase		02/01/2022
End Right of Way Phase (Right of Way Certification Milestone)		03/01/2024
Begin Construction Phase (Contract Award Milestone)		09/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)		05/01/2027
Begin Closeout Phase		09/01/2027
End Closeout Phase (Closeout Report)		07/01/2030

Date 12/09/2021 17:05:35

Purpose and Need

Purpose: The purpose of the project is to reconstruct the existing half interchange on State Route 99 at American Avenue by expanding the interchange to full interchange and bringing it into compliance with current Caltrans design standards, thereby improving the traffic operations at this location. **Need:** The existing half-interchange at American Avenue does not meet current Caltrans design standards. The interchange was built in 1965, and the pavement is now old and highly deteriorated. Only two traffic lanes cross the existing structures over the highway, one lane for each direction of travel. The on- and off-ramps also have restrictive dimensions, making it difficult for traffic, especially large trucks, to navigate them. Caltrans traffic studies show the operation and performance of the interchange need updating now because traffic conditions will continue to worsen if no improvements are made.

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

Project Outputs			
Category	Outputs	Unit	Total
Bridge / Tunnel	Modified / Improved interchanges	SQFT	11,030
Operational Improvement	Interchange modifications	EA	1

Date 12/09/2021 17:05:35

Additional Information

PPNO 6288A will be split off from PPNO 6288 after environmental clearance has been obtained. The two project will proceed separately through the PS&E, R/W and construction components. The proposed RIP funding on PPNO 6288 remains the same. However, PPNO 6288A has \$4,760,000 in new RIP funding in the 22-23 fiscal year.

Sustainable Communities Strategy Goals: The proposed project is included in the 2018 Regional Transportation Plan/Sustainable Communities Strategies and consistent with the Greenhouse Gas Reduction Plan through reduction in emissions with intersection operational improvements that include traffic signal synchronization. Additionally, this project will construct bicycle and pedestrian facilities as part of the reconstructed North Avenue interchange which will aid in green house gas emission reduction.

Note: The cost benefit ratio is the sum of PPNO 6288 and 6288A combined.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	103,100,000	151,900,000	-48,800,000

District	County	Route	EA	Project ID	PPNO
06	Fresno	99	0H241	0622000006	6288A

Project Title

South Fresno SR 99 Corridor Project : American Avenue Interchange

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans District 6
PS&E									Caltrans District 6
R/W SUP (CT)									Caltrans District 6
CON SUP (CT)									Caltrans District 6
R/W									Caltrans District 6
CON									Caltrans District 6
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	1,500							1,500	
PS&E		4,200						4,200	
R/W SUP (CT)		800						800	
CON SUP (CT)			7,100					7,100	
R/W		2,400						2,400	
CON			40,100					40,100	
TOTAL	1,500	7,400	47,200					56,100	

Fund #1:	RIP - State Cash (Committed)	Program Code
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Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Fresno Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Mid-cycle STIP
PS&E		3,960						3,960	
R/W SUP (CT)		800						800	
CON SUP (CT)									
R/W									
CON									
TOTAL		4,760						4,760	

Fund #2:	Local Funds - Fresno County Measure C (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Fresno County Transportation Autho
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)	1,500							1,500	
PS&E		240						240	
R/W SUP (CT)									
CON SUP (CT)			7,100					7,100	
R/W		2,400						2,400	
CON			40,100					40,100	
TOTAL	1,500	2,640	47,200					51,340	

Amendment (Existing Project) YES NO Date 11/29/2021 15:29:36

Programs LPP-C LPP-F SCCP TCEP STIP Other

District	EA	Project ID	PPNO	Nominating Agency
06	0H240	0600020559	6288	Caltrans District 6
County	Route	PM Back	PM Ahead	Co-Nominating Agency
Fresno	99	15.800	17.600	Fresno Council of Governments, Fresno County Transportat
				MPO
				Element
				FCOG
				Capital Outlay
Project Manager/Contact			Phone	Email Address
Chris Gardner			559-978-1888	chris.gardner@dot.ca.gov

Project Title

South Fresno SR 99 Corridor Project : North Avenue Interchange

Location (Project Limits), Description (Scope of Work)

In Fresno County, in Fresno, from Central Avenue Overcrossing to 0.4 mile north of North Avenue. Modify interchange.

Component	Implementing Agency
PA&ED	Caltrans District 6
PS&E	Caltrans District 6
Right of Way	Caltrans District 6
Construction	Caltrans District 6

Legislative Districts

Assembly: 31 Senate: 14 Congressional: 16

Project Milestone	Existing	Proposed
Project Study Report Approved	12/06/2016	
Begin Environmental (PA&ED) Phase	07/01/2018	07/01/2018
Circulate Draft Environmental Document Document Type EIR	01/15/2021	10/14/2021
Draft Project Report	01/08/2015	09/29/2021
End Environmental Phase (PA&ED Milestone)	10/01/2021	06/30/2021
Begin Design (PS&E) Phase	10/02/2021	12/01/2021
End Design Phase (Ready to List for Advertisement Milestone)	10/01/2024	03/25/2024
Begin Right of Way Phase	02/01/2022	02/01/2022
End Right of Way Phase (Right of Way Certification Milestone)	09/01/2024	03/01/2024
Begin Construction Phase (Contract Award Milestone)	05/01/2025	09/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)	10/01/2027	05/01/2027
Begin Closeout Phase	04/01/2029	09/01/2027
End Closeout Phase (Closeout Report)	02/01/2031	07/01/2030

Date 11/29/2021 15:29:36

Purpose and Need

Purpose:
 The purpose of the project is to reconstruct the existing split interchange on State Route 99 at North and Cedar Avenues by expanding the North Avenue Interchange to full interchange and bringing it into compliance with current Caltrans design standards, thereby improving the traffic operations at this location.

Need:
 The existing split-interchange at Cedar and North Avenues does not meet current Caltrans design standards. The interchange was built in 1965, and the pavement is now old and highly deteriorated. Only two traffic lanes cross the existing structures over the highway, one lane for each direction of travel. The on- and off-ramps also have restrictive dimensions, making it difficult for traffic, especially large trucks, to navigate them. Additionally, traffic is expected to increase in the project area due to the implementation of planned development on both sides of the highway. Caltrans traffic studies show the operation and performance of the interchanges need updating now because traffic conditions will continue to worsen if no improvements are made.

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

Project Outputs			
Category	Outputs	Unit	Total
Bridge / Tunnel	Modified / Improved interchanges	SQFT	10,940
Operational Improvement	Interchange modifications	EA	1

Date 11/29/2021 15:29:36

Additional Information

PPNO 6288 is being split into PPNO 6288 and 6288A for PS&E, R/W and construction components. The PA&ED component covered environmental clearance for improvements along the corridor at two locations.

Sustainable Communities Strategy Goals: The proposed project is included in the 2018 Regional Transportation Plan/Sustainable Communities Strategies and consistent with the Greenhouse Gas Reduction Plan through reduction in emissions with intersection operational improvements that include traffic signal synchronization. Additionally, this project will construct bicycle and pedestrian facilities as part of the reconstructed North Avenue interchange which will aid in green house gas emission reduction.

ADA is checked

Bike/Ped is checked

Performance Indicators and Measures

Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
06	Fresno	99	0H240	0600020559	6288

Project Title

South Fresno SR 99 Corridor Project : North Avenue Interchange

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	4,500							4,500	Caltrans District 6
PS&E	12,000							12,000	Caltrans District 6
R/W SUP (CT)	4,600							4,600	Caltrans District 6
CON SUP (CT)				14,700				14,700	Caltrans District 6
R/W	11,009	5,691	7,500					24,200	Caltrans District 6
CON				88,500				88,500	Caltrans District 6
TOTAL	32,109	5,691	7,500	103,200				148,500	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	3,000							3,000	
PS&E		5,800						5,800	
R/W SUP (CT)		2,200						2,200	
CON SUP (CT)				7,600				7,600	
R/W		8,100						8,100	
CON				50,100				50,100	
TOTAL	3,000	16,100		57,700				76,800	

Fund #1: RIP - State Cash (Committed) Program Code

Existing Funding (\$1,000s) 20.XX.075.600

Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	3,000							3,000	Fresno Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)				7,600				7,600	
R/W									
CON				34,746				34,746	
TOTAL	3,000			42,346				45,346	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	3,000							3,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)				7,600				7,600	
R/W									
CON				34,746				34,746	
TOTAL	3,000			42,346				45,346	

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Date 11/29/2021 15:29:36

District	County	Route	EA	Project ID	PPNO
06	Fresno	99	0H240	0600020559	6288

SECTION 1 - All Projects

Project Background

Project now proposes to modify one interchange. PPNO 6288 is being split into PPNO 6288 and 6288A for PS&E, R/W and construction components. The PA&ED component covered environmental clearance for interchange improvements along the SR 99 corridor at two locations.

Programming Change Requested

PPNO 6288 is being split into PPNO 6288 and 6288A for PS&E, R/W and construction components. The existing RIP programming remains unchanged for PPNO 6288.

Reason for Proposed Change

PPNO 6288 is being split into PPNO 6288 and 6288A for PS&E, R/W and construction components.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

N/A

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

No change to RIP programming is proposed for PPNO 6288. The total proposed funding for PPNO 6288 has been reduced due to the splitting the project.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date
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SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

SR 41 Excelsior Expressway Project
Project Programming Request

Amendment (Existing Project) YES NO Date 09/07/2021 12:55:51

Programs LPP-C LPP-F SCCP TCEP STIP Other

District	EA	Project ID	PPNO	Nominating Agency	
06	0S370	0614000130	6705	Caltrans District 6	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Kings	41	R 48.000	R 48.300	Fresno County Transportation Authority, Fresno Council of G	
Fresno	41	R 0.000	R 7.100	MPO	Element
				FCOG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Chris Gardner			559-978-1888	chris.gardner@dot.ca.gov	

Project Title

Excelsior Expressway

Location (Project Limits), Description (Scope of Work)

In Fresno and Kings County about 6 miles north of Lemoore, from 0.3 mile north of Excelsior Avenue Undercrossing to 1.0 mile north of Elkhorn Avenue. Widen from 2-lane conventional highway to 4-lane expressway.

Component	Implementing Agency
PA&ED	Caltrans District 6
PS&E	Caltrans District 6
Right of Way	Caltrans District 6
Construction	Caltrans District 6

Legislative Districts

Assembly: 32,31 Senate: 12,14 Congressional: 21

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		10/01/2001
Circulate Draft Environmental Document Document Type (ND/MND)/FONSI		
Draft Project Report		02/01/2005
End Environmental Phase (PA&ED Milestone)	06/14/2005	06/14/2005
Begin Design (PS&E) Phase	07/01/2018	07/01/2018
End Design Phase (Ready to List for Advertisement Milestone)	01/01/2022	06/03/2024
Begin Right of Way Phase	07/01/2018	07/01/2018
End Right of Way Phase (Right of Way Certification Milestone)	01/01/2022	05/01/2024
Begin Construction Phase (Contract Award Milestone)	07/01/2022	11/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)	07/01/2025	04/01/2027
Begin Closeout Phase	07/01/2025	07/01/2027
End Closeout Phase (Closeout Report)	07/01/2027	07/01/2029

Date 09/07/2021 12:55:51

Purpose and Need

Improve traffic operations, safety and provide route continuity with the four-lane roads north and south of the project segment. This segment is a 6 mile gap within a 44-mile corridor of multi-lane expressway/freeway
 Need: Caltrans has identified traffic queues, fatal and injury collisions rates above average for similar facilities, and lack of passing opportunities as issues in the operation of this segment.

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 2	Reversible Lane Analysis <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
State Highway Road Construction	Mixed flow lane-miles constructed	Miles	24
Operational Improvement	Intersection / Signal improvements	EA	2
ADA Improvements	New curb ramp installed	EA	8
Pavement (lane-miles)	Mixed flow mainline constructed	Miles	24

Date 09/07/2021 12:55:51

Additional Information

This project would upgrade approximately six miles of two-lane conventional highway to a divided four-lane expressway, completing a continuous 44-mile corridor.

SR 41 is an Interregional High Emphasis Focus Route corridor and is in the Caltrans Interregional Transportation Strategic Plan, part of the National Network of truck routes, and it is consistent with the California Freight Mobility Plan. This corridor provides access to the Lemoore Naval Air Station and provides connectivity to SR 99 which is on the Strategic Highway Network. The highway is vital to the economy of the San Joaquin Valley and used to support farms. This two-lane segment of SR 41 facilitates interregional travel between the Fresno metropolitan area and the Central California Coast and is an important agricultural goods to market route (i.e. cotton and grain activities). During the summer months, traffic volumes increase as a result of an increase in percentage of slower moving recreational vehicles. Currently, passing is prohibited within the six-mile stretch of the project limits which causes platooning of vehicles and lowers the operational characteristics of the route.

The project will improve operational efficiency of the regional movement of freight and goods, and local farm to market travel. It will increase connectivity of several economically under served and tribal communities. The project would provide greater travel time reliability, throughput, and velocity by breaking up platooning vehicles. The project is consistent with the Transportation Concept Report and the Fresno County Regional Transportation Plan. This project will provide for continuity (44-mile) of the SR 41 corridor, meet present and future goods movement traffic demands. The SR 41 corridor will also be utilized by travelers wishing to connect to the future California Highspeed Rail Kings/Tulare station. The SR 41 project benefits align with Caltrans strategic management plan by supporting safety, multi-modality, climate change, and addressing equity by improving quality of life in underserved and tribal communities. Oncoming traffic would be separated with a divided median which would improve safety. The project's improvements will bring the highway up to current design standards as well as sustainability which includes addressing area subsidence and potential climate adaptation issue, such as culverts susceptibility to riverine flooding. Complete Streets elements, such as, widening shoulders from 5 feet to 10 feet and intersection improvements that could benefit pedestrian and bicycle mobility will also be incorporated into the project. Additionally, environmental mitigation measures including designing safer passage for animals like the San Joaquin Kit Fox will be included. New electric vehicle infrastructure is being considered for incorporation into the project which would advance overall greenhouse gas reduction goals. Furthermore, the project was redesigned recently in a way to utilize existing pavement which results in less virgin material being used for construction.

Performance Indicators and Measures

Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
06	Kings, Fresno	41, 41	0S370	0614000130	6705
Project Title					
Excelsior Expressway					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Caltrans District 6
PS&E	3,000							3,000	Caltrans District 6
R/W SUP (CT)	1,500							1,500	Caltrans District 6
CON SUP (CT)				7,000				7,000	Caltrans District 6
R/W	5,500							5,500	Caltrans District 6
CON				51,000				51,000	Caltrans District 6
TOTAL	10,000			58,000				68,000	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E	3,000							3,000	
R/W SUP (CT)	1,500							1,500	
CON SUP (CT)					7,600			7,600	
R/W	5,500							5,500	
CON					53,200			53,200	
TOTAL	10,000				60,800			70,800	

Fund #1:	IIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E	3,000							3,000	
R/W SUP (CT)	1,500							1,500	
CON SUP (CT)									
R/W	3,500							3,500	
CON									
TOTAL	8,000							8,000	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E	3,000							3,000	
R/W SUP (CT)	1,500							1,500	
CON SUP (CT)					3,600			3,600	
R/W	3,500							3,500	
CON					19,400			19,400	
TOTAL	8,000				23,000			31,000	

Fund #2:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)				7,000				7,000	
R/W									
CON				51,000				51,000	
TOTAL				58,000				58,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Fund #3:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,000							2,000	
CON									
TOTAL	2,000							2,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					1,600			1,600	
R/W	2,000							2,000	
CON					8,400			8,400	
TOTAL	2,000				10,000			12,000	

Fund #4:		SHOPP - Future Funds (Uncommitted)							Program Code	
Existing Funding (\$1,000s)										
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency	
E&P (PA&ED)									Caltrans District 6	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)										
E&P (PA&ED)									Notes 2022 SHOPP candidate PPNO 7064 for rehab of existing 2 lanes	
PS&E										
R/W SUP (CT)										
CON SUP (CT)					2,400			2,400		
R/W										
CON					12,400			12,400		
TOTAL					14,800			14,800		
Fund #5:		Local Funds - Fresno County Measure C (Committed)								Program Code
Existing Funding (\$1,000s)										
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency	
E&P (PA&ED)									Fresno County Transportation Autho	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)										
E&P (PA&ED)									Notes	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON					13,000			13,000		
TOTAL					13,000			13,000		

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Date 09/07/2021 12:55:51

District	County	Route	EA	Project ID	PPNO
06	Kings, Fresno	41, 41	0S370	0614000130	6705

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

Reason for Proposed Change

N/A

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

N/A

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date
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SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

**SR 180 W Landscape Project
Project Programming Request**

Amendment (Existing Project) YES NO Date 11/29/2021 15:29:09

Programs LPP-C LPP-F SCCP TCEP STIP Other

District	EA	Project ID	PPNO	Nominating Agency
06	34235	0612000077	6489	Caltrans District 6
County	Route	PM Back	PM Ahead	Co-Nominating Agency
Fresno	180	R 53.400	R 56.000	Fresno Council of Governments, Fresno County Transportat
				MPO
				FCOG
				Element
				Capital Outlay
Project Manager/Contact			Phone	Email Address
Chris Gardner			559-243-3443	chris.gardner@dot.ca.gov

Project Title

180 West Freeway Landscaping

Location (Project Limits), Description (Scope of Work)

In and near the city of Fresno from 0.2 miles west of Brawley Avenue to Teilman Avenue. Highway planting.

Component	Implementing Agency
PA&ED	Caltrans District 6
PS&E	Caltrans District 6
Right of Way	Caltrans District 6
Construction	Caltrans District 6

Legislative Districts

Assembly: 31	Senate: 14	Congressional: 16
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	11/01/2012	11/01/2012
Circulate Draft Environmental Document Document Type CE/CE		10/28/2013
Draft Project Report		10/28/2013
End Environmental Phase (PA&ED Milestone)	12/20/2013	12/20/2013
Begin Design (PS&E) Phase	02/01/2015	02/01/2015
End Design Phase (Ready to List for Advertisement Milestone)	04/01/2020	05/18/2021
Begin Right of Way Phase	02/01/2015	02/01/2015
End Right of Way Phase (Right of Way Certification Milestone)	03/01/2020	05/18/2021
Begin Construction Phase (Contract Award Milestone)	10/01/2020	01/16/1922
End Construction Phase (Construction Contract Acceptance Milestone)	03/01/2024	07/29/2025
Begin Closeout Phase	03/01/2024	10/01/2025
End Closeout Phase (Closeout Report)	07/01/2026	07/01/2027

Date 11/29/2021 15:29:09

Purpose and Need

The purpose of this project is to provide landscape mitigation for the Route 180 West Freeway - Segment 2 project (PPNO 0089C). The project will enhance highway aesthetics.

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

Project Outputs			
Category	Outputs	Unit	Total
State Highway Road Construction	Modified/Improved interchanges	EA	1

Additional Information

Performance Indicators and Measures

Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
06	Fresno	180	34235	0612000077	6489

Project Title
 180 West Freeway Landscaping

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	68							68	Caltrans District 6
PS&E	575							575	Caltrans District 6
R/W SUP (CT)	1							1	Caltrans District 6
CON SUP (CT)	800							800	Caltrans District 6
R/W									Caltrans District 6
CON	5,667							5,667	Caltrans District 6
TOTAL	7,111							7,111	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	68							68	
PS&E	806							806	
R/W SUP (CT)	69							69	
CON SUP (CT)	800							800	
R/W	53							53	
CON	5,667							5,667	
TOTAL	7,463							7,463	

Fund #1: RIP - National Hwy System (Committed) Program Code
20.XX.075.600

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	68							68	Fresno Council of Governments
PS&E	575							575	\$5117 CON voted 08/18/21
R/W SUP (CT)	1							1	
CON SUP (CT)	800							800	
R/W									
CON	5,117							5,117	
TOTAL	6,561							6,561	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	68							68	
PS&E	806							806	
R/W SUP (CT)	69							69	
CON SUP (CT)	800							800	
R/W									
CON	5,117							5,117	
TOTAL	6,860							6,860	

Fund #2:	Local Funds - Fresno County Measure C (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Fresno Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	550							550	
TOTAL	550							550	
	Proposed Funding (\$1,000s)								
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	53							53	
CON	550							550	
TOTAL	603							603	

Complete this page for amendments only

Date 11/29/2021 15:29:09

District	County	Route	EA	Project ID	PPNO
06	Fresno	180	34235	0612000077	6489

SECTION 1 - All Projects

Project Background

Landscape mitigation for the Route 180 West Freeway - Segment 2 project (PPNO 0089C). The landscape project was initially programmed for delivery in fiscal year 2015/16. The project design was completed at that time. However, the adopted 2016 STIP delayed the project to fiscal year 2020/21. The project was shelved for a couple of years and then the effort to completed the design started again. It was at this time City of Fresno requested Caltrans utilize their newly implemented recycled water system. This also advanced Caltrans desire to use sustainable resources. Caltrans then redesigned the project to connect to the recycled water. Unfortunately, the recycled water connections were located at different locations, which required an extensive amount of potholing (positive utility location). The utilities in turn required more support effort to design the multiple horizontal borings for the irrigation pipeline across local streets.

Programming Change Requested

Debit Fresno County Regional shares at time of Construction Allocation (Resolution FP-21-17)

Reason for Proposed Change

Project was redesigned to connect to a City of Fresno recycled water source which added additional support and capital cost.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

N/A

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date
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SECTION 3 - All Projects

Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map

**Planning, Programming, and Monitoring
Project Programming Request**

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/14/2021 08:20:34
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
06		0621000203	6L01	Fresno Council of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Fresno					
			MPO	Element	
			FCOG	Local Assistance	
Project Manager/Contact			Phone	Email Address	
Jennifer Soliz			559-233-4148	jsoliz@fresnocog.org	

Project Title

Planning, Programming and Monitoring

Location (Project Limits), Description (Scope of Work)

Planning, Programming and Monitoring.

Component	Implementing Agency
PA&ED	
PS&E	
Right of Way	
Construction	Fresno Council of Governments

Legislative Districts

Assembly: 29,30,31 Senate: 16,14 Congressional: 18,19,20,21

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document Document Type		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 12/14/2021 08:20:34

Purpose and Need

Planning, Programming, and Monitoring

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

Project Outputs			
Category	Outputs	Unit	Total

Additional Information

Performance Indicators and Measures

Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
06	Fresno			0621000203	6L01
Project Title					

Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Fresno Council of Governments
R/W									
CON	4,896	399	399	399				6,093	Fresno Council of Governments
TOTAL	4,896	399	399	399				6,093	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,896	399	399	399	399	399		6,891	
TOTAL	4,896	399	399	399	399	399		6,891	

Fund #1: RIP - State Cash (Committed) Program Code

Existing Funding (\$1,000s) 20.30.600.670

Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Fresno Council of Governments
PS&E									\$57 CON voted 07/16/98
R/W SUP (CT)									\$80 CON voted 09/29/99
CON SUP (CT)									\$81 CON voted 07/01/00
R/W									\$34 CON voted 01/02/02
CON	4,761	399	399	399				5,958	\$80 CON voted 06/27/01
TOTAL	4,761	399	399	399				5,958	\$270 CON voted 04/03/03
									\$135 CON voted 02/26/04
									\$114 CON voted 03/03/05

Proposed Funding (\$1,000s) Notes

E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,761	399	399	399				5,958	
TOTAL	4,761	399	399	399				5,958	

Fund #2:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									LOCAL FUNDS
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	135							135	
TOTAL	135							135	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	135							135	
TOTAL	135							135	
Fund #3:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					399	399		798	
TOTAL					399	399		798	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					399	399		798	
TOTAL					399	399		798	

Complete this page for amendments only

Date 12/14/2021 08:20:34

District	County	Route	EA	Project ID	PPNO
06	Fresno			0621000203	6L01

SECTION 1 - All Projects

Project Background

Adding PPM for FY 25/26 and FY 26/27 for 2022 STIP

Programming Change Requested

Reason for Proposed Change

Adding PPM for FY 25/26 and FY 26/27 for 2022 STIP

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Adding PPM for FY 25/26 and FY 26/27 for 2022 STIP

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Appendices

Section 17

2022 RTIP FCOG Board Adoption Resolution

**BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2021-47**

In the Matter of:
The 2022 STIP REGIONAL
TRANSPORTATION IMPROVEMENT
PROGRAM

**RESOLUTION ADOPTING THE 2022 STIP
REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM**

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

WHEREAS, the CTC has adopted programming policies, instructions and criteria for the 2022 State Transportation Improvement Program process and fund estimate; and

WHEREAS, pursuant to the adopted CTC policies, instructions and criteria the Fresno COG, after consultation with Caltrans, is the responsible agency for adopting the Regional Transportation Improvement Program (RTIP) portion of the 2022 State Transportation Improvement Program for Fresno County and submitting the adopted RTIP to the California Transportation Commission (CTC) by December 15, 2022; and

WHEREAS, a Fresno County Regional Transportation Improvement Program has been prepared by Fresno COG in cooperation with its member agencies, Caltrans and the CTC in accordance with the 2022 STIP programming policies, instructions and criteria and fund estimate; and

WHEREAS, the Fresno County region RTIP identifies candidate projects for the 2022 STIP in the attached exhibit; and

WHEREAS, the 2022 Fresno County RTIP has been reviewed for consistency with the adopted Regional Transportation Plan for Fresno County,

NOW, THEREFORE, BE IT RESOLVED, that the Fresno COG does hereby adopt the Fresno County Regional Transportation Improvement Program for the expenditure of revenues derived from the 2022 State Transportation Improvement Program as identified in the attached exhibit.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 18th day of November, 2021.

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

NOES: None

ABSTAIN: None

ABSENT: Fresno City, Huron, Sanger, San Joaquin

ATTEST:

Signed: 
David Cardenas, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting thereof held on the 18th day of November, 2021.

Signed: 
Tony Boren, Executive Director

Appendices

Section 18

Detailed Project Programming Summary Table

2022 STIP Programming for Fresno County Region through 2026/27

Proposed 2022 STIP

Project PPNO 6489	Prior	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	Total
SR 180 W - Freeway Landscaping							
E&P (PA&ED)	68						68
PS&E	806						806
R/W Sup (CT)	69						69
R/W							0
Con Sup (CT)	800						800
Construction	5,117						5,117
Total	6,860	0	0	0	0	0	6,860

Project PPNO 6705	Prior	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	Total
SR 41 Excelsior Expressway							
E&P (PA&ED)							0
PS&E	0						0
R/W Sup (CT)	0						0
R/W	2,000						2,000
Con Sup (CT)	0			1,600			1,600
Construction				8,400			8,400
Total	2,000	0	0	10,000	0	0	12,000

Project PPNO 6289	Prior	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	Total
Veterans Boulevard							
E&P (PA&ED)							0
PS&E							0
R/W Sup (CT)							0
R/W							0
Con Sup (CT)							0
Construction	14,616						14,616
Total	14,616	0	0	0	0	0	14,616

Project PPNO 6288	Prior	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	Total
South Fresno Interchanges							
E&P (PA&ED)							0
PS&E							0
R/W Sup (CT)							0
R/W							0
Con Sup (CT)							0
Construction							0
Total	0	0	0	0	0	0	0

Project PPNO 6288	Prior	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	Total
South Fresno Interchanges North Avenue							
E&P (PA&ED)	3,000						3,000
PS&E							0
R/W Sup (CT)							0
R/W							0
Con Sup (CT)			7,600				7,600
Construction			34,746				34,746
Total	3,000	0	42,346	0	0	0	45,346

Project PPNO 6288A	Prior	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
South Fresno Interchanges American Avenue							
E&P (PA&ED)							0
PS&E			0				0
R/W Sup (CT)							0
R/W			0				0
Con Sup (CT)						0	0
Construction						0	0
Total	0	0	0	0	0	0	0

Project PPNO 06L01	Prior	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	Total
Planning, Programming & Monitoring	798	399	399	399	399	399	2,793

Proposed 2022 STIP	27,274	399	42,745	10,399	399	399	81,615
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2022 STIP Programming for Fresno County Region through 2026/27

New Programming 2022 STIP

Project PPNO 6489	Prior	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	Total
SR 180 W - Freeway Landscaping							
E&P (PA&ED)	0	0	0	0	0	0	0
PS&E	231	0	0	0	0	0	231
R/W Sup (CT)	68	0	0	0	0	0	68
R/W	0	0	0	0	0	0	0
Con Sup (CT)	0	0	0	0	0	0	0
Construction	817	0	0	0	0	0	817
Total	1,116	0	0	0	0	0	1,116

Project PPNO 6705	Prior	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	Total
SR 41 Excelsior Expressway							
E&P (PA&ED)	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0
R/W Sup (CT)	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0
Con Sup (CT)	0	0	0	1,600	0	0	1,600
Construction	0	0	0	8,400	0	0	8,400
Total	0	0	0	10,000	0	0	10,000

Project PPNO 06L01	Prior	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	Total
Planning, Programming & Monitoring	0	0	0	0	399	399	798

New Programming 2022 STIP	1,116	0	0	10,000	399	399	11,914
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2021 Mid-Cycle STIP Programming for Fresno County Region through 2023/24

Proposed 2021 Mid-Cycle STIP

Project PPNO 6288A	Prior	FY 2022/23	FY 2023/24	Total
South Fresno Interchanges American Avenue				
E&P (PA&ED)				0
PS&E		3,900		3,900
R/W Sup (CT)		860		860
R/W				0
Con Sup (CT)				0
Construction				0
Total	0	4,760	0	4,760