



2024-25 Fresno Council of Governments
“One Voice”
Priority List

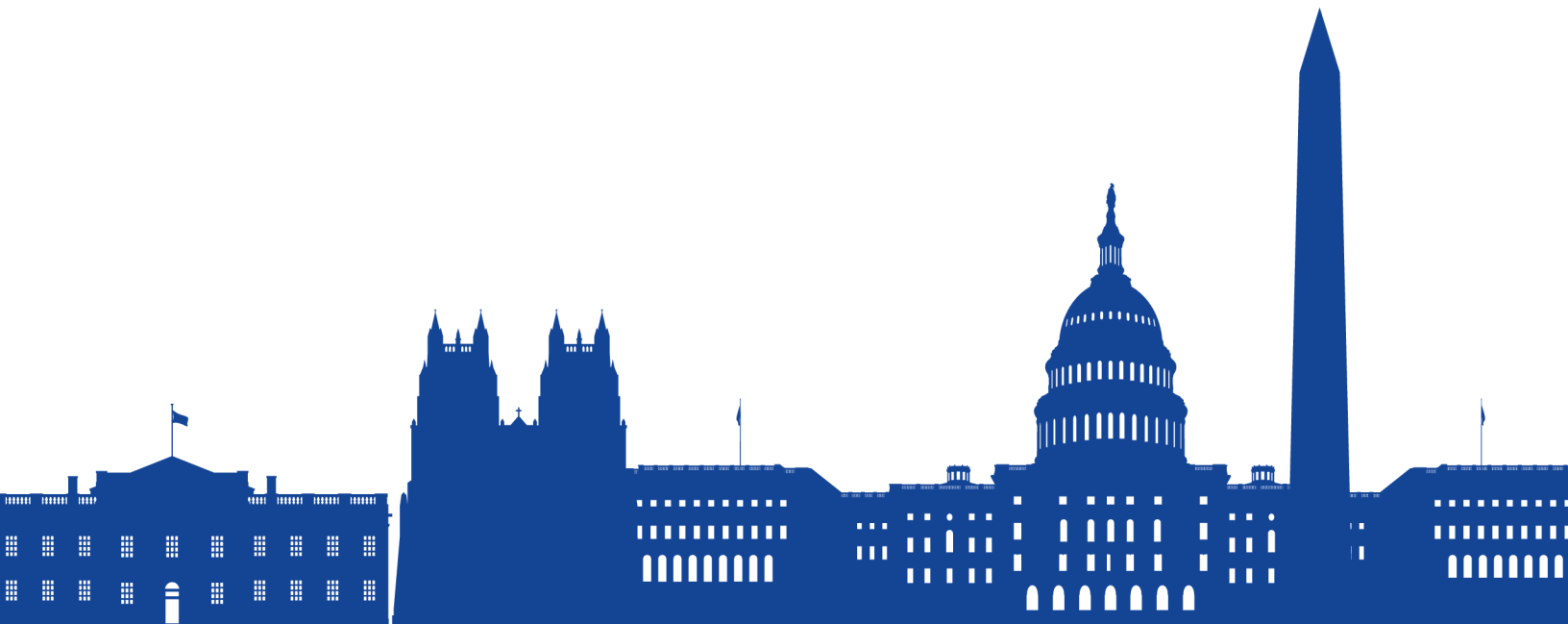




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2024-25 Fresno COG One Voice Advocacy Trip

Regional Priorities Submittal Form

Submittal Deadline: Jan. 6, 2025

Keep your regional priority content to less than three pages long. Do not change the font (*Arial*). Contact Brenda Thomas at bthomas@fresnocog with questions.

One Voice Proposed Priority title:

Fresno Yosemite International Airport (FAT) Air Traffic Control Tower Replacement Project

Sponsoring agency/business:

City of Fresno Airports

1. Request summary – provide specific priority “ask(s)”:

The Air Traffic Control Tower Facility at Fresno Yosemite International Airport (FAT) has operated since it was constructed in 1962. In addition, to providing air traffic control services for aircraft at FAT and the surrounding airspace, the facility also provides radar control of aircraft throughout the region in its Terminal Radar Approach Control (TRACON) role in this facility. The facility is owned and maintained by the City of Fresno - Airports and operated by the Federal Aviation Administration (FAA). This project will construct a new air traffic control tower facility.

2. About the Priority: (Provide specific information about your proposed priority. Include information you want included in the trip materials.)

City of Fresno - Airports requests assistance with funding this critical project. It is anticipated that the cost of a new 120-foot facility is estimated at \$100M. The city anticipates competing for federal grant funds that will only provide for an estimated \$10M leaving a shortfall in construction costs. This ask is for an additional \$10M matching dollars to further reduce the shortfall. The remaining funds will be pursued through other grant programs and financing.

3. **Priority background** – (Include the priority issues, history and an explanation of the regional significance if not provided in question 1)

Fresno Yosemite International Airport (FAT) is a regional asset supporting the economic development and growth of the central valley region by providing for the commercial air service, air cargo and corporate needs of the community. In addition, the airport is a joint civil/military with a critical mission protecting the western United States. The airport also supports the states wildfire effort with based firefighting aircraft capable of responding at a moment's notice. The current air traffic control tower has reached the end of its useful life; is increasingly difficult to maintain; does not meet current business codes; does not meet current air traffic control tower standards; and does not meet ADA requirements.

Air traffic control services are essential to a safe and efficient operation of the airport and the surrounding regional airspace. This facility operates 24/7 ensuring access to the region, including connecting to international routes and providing for the readiness of national defense resources.

Because of stringent requirements for this critical facility, current standards cannot be met with a renovation or upgrades. Replacement is necessary and becoming increasingly important to avoid a catastrophic failure in which the facility is not able to provide for its function.

4. **If your priority is not transportation related, are there any transportation policy connections?**

This is a critical Transportation Infrastructure Project.

5. **Provide high-resolution photos, graphics or other explanatory attachments for the One Voice trip materials. Do not copy and paste them here, attach them as separate electronic files. Then, describe the attachments and include them with your submittal.**

Attached is a photo of Fresno Yosemite International Airport (FAT) Air Traffic Control Tower (ATCT)/Terminal Radar Approach Control (TRACON) Facility constructed in 1962.

6. **Contact** – Include the contact information for the priority submittal **and** the contact information of the person that will be attending the One Voice trip to speak on behalf of the priority:

Project Contact:

Name, Title:	Henry Thompson, Director of Aviation
Organization	City of Fresno – Airports Department
Email Address	Henry.Thompson@Fresno.gov
Phone Numbers, Cell/Office	559-621-4500
Address	4995 East Clinton Avenue
City, CA Zip Code	Fresno, CA 93727

One Voice Participant:

Name, Title	City of Fresno Participant TBD
Organization	
Email Address	
Phone Numbers, Cell/Office	
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**Fresno Yosemite International Airport (FAT) Air Traffic Control
Tower/Terminal Radar Approach Control (TRACON) Facility**





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One Voice Proposed Priority title:

Fresno Yosemite International Airport (FAT) East Terminal Expansion Project

Sponsoring agency/business:

City of Fresno Airports

1. Request summary – provide specific priority “ask(s)”:

The City of Fresno is currently undertaking a Terminal Expansion Project, the largest expansion in the Airports history. The current project is needed in response to the rapid and sustained growth experienced throughout the valley which is driving the need for increased air travel. This project continues the effort to meet current and future demand at the airport.

2. About the Priority: (Provide specific information about your proposed priority. Include information you want included in the trip materials.)

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

3. **Priority background** – (Include the priority issues, history and an explanation of the regional significance if not provided in question 1)

Fresno Yosemite International Airport (FAT) is a regional asset supporting the economic development and growth of the central valley region by providing for the commercial air service. In calendar year 2023, more than 2.4 million passengers utilized the airport, a historical record for passengers. It is anticipated that calendar year 2024 will bring another historic year with a projected 12% increase over the prior year.

With the increase in growth there is strong interest from existing airlines to increase service on existing routes and to introduce new domestic and international destinations from Fresno, as well as interest from potential new airline entrants into our market. However, this will be highly dependent on the airports ability to accommodate the increased offerings. The East Terminal Expansion provides for additional facilities to meet the demand.

Initial funding need for the project will support the planning effort, including environmental and design.

4. **If your priority is not transportation related, are there any transportation policy connections?**

This is a critical Transportation Infrastructure Project.

5. **Provide high-resolution photos, graphics or other explanatory attachments for the One Voice trip materials. Do not copy and paste them here, attach them as separate electronic files. Then, describe the attachments and include them with your submittal.**

Attached is a conceptual drawing of the proposed East Terminal Expansion Project at Fresno Yosemite International Airport (FAT)

6. **Contact** – Include the contact information for the priority submittal **and** the contact information of the person that will be attending the One Voice trip to speak on behalf of the priority:

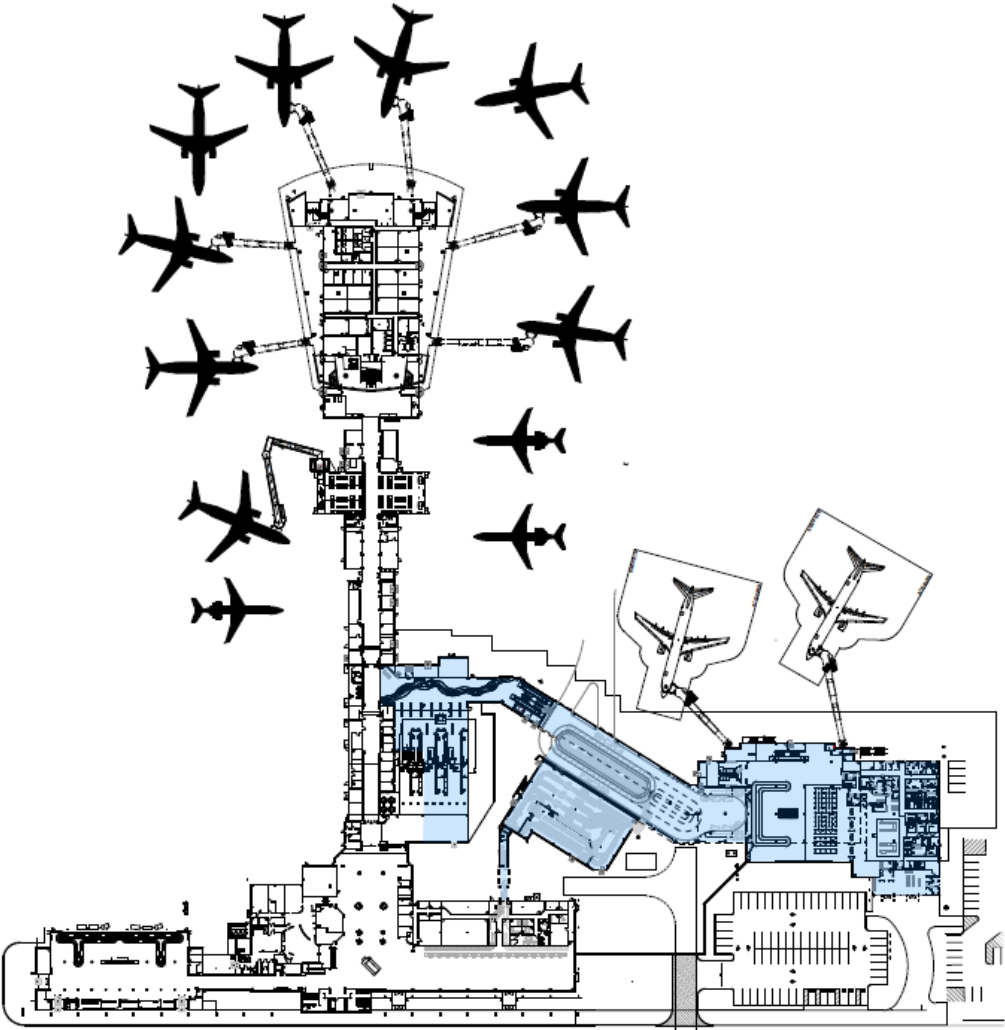
Project Contact:

Name, Title:	Henry Thompson, Director of Aviation
Organization	City of Fresno – Airports Department
Email Address	Henry.Thompson@Fresno.gov
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Address	4995 East Clinton Avenue
City, CA Zip Code	Fresno, CA 93727

One Voice Participant:

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Fresno Yosemite International Airport (FAT) East Terminal Expansion Project (Conceptual)





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One Voice Proposed Priority title:

Fresno Yosemite International Airport (FAT) Runway Reconstruction Project

Sponsoring agency/business:

City of Fresno Airports

1. Request summary – provide specific priority “ask(s)”:

City of Fresno - Airports requests assistance with funding this critical project. It is anticipated that the Federal Aviation Administration (FAA) will provide priority funding for most of the \$75M cost, however, an estimated \$7.5M in matching funds is needed.

2. About the Priority: (Provide specific information about your proposed priority. Include information you want included in the trip materials.)

The runways at FAT provide critical access to the region and support the movement of people and goods throughout Fresno County and the Valley. Whether for business or leisure, FAT is the airport of choice within 2-3 hours. This project will reconstruct this aging and deteriorating runway and ensure the airport continues to meet its obligations to the region and maintains a safe airport.

3. Priority background – (Include the priority issues, history and an explanation of the regional significance if not provided in question 1)

Fresno Yosemite International Airport (FAT) is a regional asset providing for the economic development and growth of the central valley region by providing for the commercial air service, air cargo movements, and corporate aircraft movements for the community. In addition, the airport is a joint civil/military airport with a critical mission protecting the western United States. The airport also supports the states wildfire effort with based firefighting aircraft capable of responding at a moment's notice and air units for public safety operations in Fresno. Key to supporting these operations is the airports primary runway 11L/29R which has seen a significant increase in activity related to growth and an increase in the size of aircraft utilizing the airport. This increased activity, over time has resulted in increased wear and tear of the pavement surface.

The age of this critical runway and its current condition will require a complete reconstruction at an estimated cost of \$100M and will be completed in phases over two years or less.

The critical nature of this project and the safety implications make it a high priority for federal funding support. However, the high cost places a strain on available Airport Improvement Program (AIP) funding for the region and will require strong support.

4. If your priority is not transportation related, are there any transportation policy connections?

This is a critical Transportation Infrastructure Project.

5. Provide high-resolution photos, graphics or other explanatory attachments for the One Voice trip materials. Do not copy and paste them here, attach them as separate electronic files. Then, describe the attachments and include them with your submittal.

Attached is an aerial photo of Fresno Yosemite International Airport (FAT) Runways. Runway 11L/29R is the primary and longest runway capable of supporting the requirements of commercial airlines, air cargo operators, firefighting aircraft. Runway 11L/29R is specially equipped to support the 24/7 alert mission for the 144 Fighter Wing in providing for the national security defense for the Western United States.

6. Contact – Include the contact information for the priority submittal **and** the contact information of the person that will be attending the One Voice trip to speak on behalf of the priority:

Project Contact:

Name, Title:	Henry Thompson, Director of Aviation
Organization	City of Fresno – Airports Department
Email Address	Henry.Thompson@Fresno.gov
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One Voice Proposed Priority title:

Shaw Avenue/State Route 99 Freeway Interchange Improvement Project

Sponsoring agency/business:

City of Fresno

1. Request summary – provide specific priority “ask(s)”:

Increase federal funding to support this transformational, large-scale transportation infrastructure project by at least \$19M needed for next steps in increasing our local and regional economic diversity and vitality in this area with these subsequent phases:

- Initiate the necessary Environmental Impact Report (EIR)
- Commence field survey activities
- Preliminary design and right-of-way (ROW) acquisition

2. About the Priority: (Provide specific information about your proposed priority. Include information you want included in the trip materials.)

Fresno is home to over 546,000 residents, the 5th largest city in California and we are determined to move to the next stage to improve the connectivity and cohesion for residences of the rural communities on the west side of State Route 99 (SR99) by improving the Shaw Avenue/SR99 interchange. Improvement to the Shaw Avenue/SR99 interchange should address safety concerns, geometric deficiencies, pedestrian and

bicycle access, transit expansion, congestion, and future operational needs to accommodate the City's planned growth. Next phases include an environmental study/analysis, survey, and preliminary design. Unfortunately, available funding for this much needed transportation infrastructure improvement falls incredibly short.

3. **Priority background** – (Include the priority issues, history and an explanation of the regional significance if not provided in question 1)

State Route 99 is one of the most significant regional and goods transportation corridors in California. It provides a north/south connection to cities and communities in the San Joaquin Valley and to the rest of the state. In the City of Fresno, the Shaw Avenue/SR99 interchange was constructed in 1960 when the population of the City of Fresno was approximately 133,000. The population grew four-fold to a census-estimated 2020 population of 546,000 therefore the intersection has since become an integral part of the transportation network with Shaw Avenue serving as a major east-west arterial in the city extending from the western end of Fresno to the neighboring City of Clovis to the east. In February 2012, SR99 was widened from a four-lane to a six-lane freeway with the construction of two additional lanes in the median. Traffic operational analysis conducted in 2021 shows that the Shaw Avenue/SR99 Interchange south and northbound ramp intersections will operate unacceptably at level of service E and F (control delays in excess of 55 seconds) by 2035 with long delays for both the AM and PM peak hours expected. The Fresno Council of Governments forecasts that the Fresno Sphere of Influence population will continue to grow to 904,000 in 2050. The City of Fresno population growth will increase the traffic demands on the interchange and further increase congestion within and nearby the interchange.

4. **If your priority is not transportation related, are there any transportation policy connections?**

N/A

5. **Provide high-resolution photos, graphics or other explanatory attachments for the One Voice trip materials. Do not copy and paste them here, attach them as separate electronic files. Then, describe the attachments and include them with your submittal.**

Yes, find photo pages and a video attached showing the existing conditions at and near the Shaw Avenue/SR99 Intersection Improvement Project.

6. **Contact** – Include the contact information for the priority submittal **and** the contact information of the person that will be attending the One Voice trip to speak on behalf of the priority:

Project Contact:

Jill Gormley, Assistant Director of Public Works
City of Fresno
Jill.Gormley@Fresno.Gov
559-621-8792
2600 Fresno Street, 4th Floor
Fresno, CA 93721-3623

One Voice Participant:

Name, Title	City of Fresno Participant TBD
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One Voice Proposed Priority title: Retention of Federal Funding Programs

Sponsoring agency/business:

City of Fresno

1. Request summary – provide specific priority “ask(s)”:

Maintain sufficient federal funding to help with the reduction of traffic congestion, significantly improve air quality, preserve and improve the conditions of public roads, and create pedestrian and bicycle infrastructure. Historically, the City of Fresno Public Works’ budget has been approximately 15% funded with Federal funds. Regionally, Federal funds are vital to funding the construction of transit, roadway and active transportation projects.

2. About the Priority: (Provide specific information about your proposed priority. Include information you want included in the trip materials.)

Fresno is home to over 546,000 residents, making it the 5th largest city in California and we are determined to ensure an efficient and safe infrastructure that supports the growth of the City made possible through the investment of funding by federal programs (CMAQ, STBG, ATP, etc.). Citywide improvements to address safety concerns, geometric deficiencies, pedestrian and bicycle access, transit expansion, congestion, and future operational needs to accommodate the City’s planned growth have historically been funding using federal funds.

3. **Priority background** – (Include the priority issues, history and an explanation of the regional significance if not provided in question 1)

As the City of Fresno continues to grow in population the need for continued Federal funding increases. The Fresno Council of Governments forecasts that the Fresno Sphere of Influence population will continue to grow to 904,000 in 2050. The City of Fresno population growth will increase the demands on the City's current infrastructure. The City currently has over \$1.2 billion of deferred maintenance for its 1,840 centerline miles of roadways. Designated a Pedestrian Safety Focus City by FHWA in 2015, the City is continuously working to improve safety throughout Fresno for all users, with focus on vulnerable users. Approximately 1,000 miles of proposed bicycle facilities and over 600 miles of proposed pedestrian facilities rely heavily on federal funding for implementation. Using Federal funding, the City is currently preparing a Vision Zero Action Plan to identify additional infrastructure and non-infrastructure projects and programs to work towards the goal of zero traffic fatalities and serious injury collisions. In addition, the City has identified priority needs for new traffic signals and traffic signal improvements totaling approximately \$75 million many of which are located near school and are warranted to improve pedestrian safety. Federal funding programs like the CMAQ improvement program help the city mitigate congestion and improve air quality where more flexible programs like the STBG program allow the City to best allocate funds to priority projects that would not be possible without the financial support of the program.

4. **If your priority is not transportation related, are there any transportation policy connections?**

N/A

5. **Provide high-resolution photos, graphics or other explanatory attachments for the One Voice trip materials. Do not copy and paste them here, attach them as separate electronic files. Then, describe the attachments and include them with your submittal.**

Attached are photos of improvements made possible by Federal funds.

6. **Contact** – Include the contact information for the priority submittal **and** the contact information of the person that will be attending the One Voice trip to speak on behalf of the priority:

Project Contact:

Jill Gormley, Assistant Director of Public Works
City of Fresno
Jill.Gormley@fresno.gov
559-621-8792
2600 Fresno Street, 4th Floor
Fresno, CA 93721-3623

One Voice Participant:

Name, Title City of Fresno Participant TBD

Organization

Email Address

Phone Numbers, Cell/Office

Address

City, CA Zip Code



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One Voice Proposed Priority title:

High Speed Rail for Fresno County – Funding for the Finish!

Sponsoring agency/business:

City of Fresno

1. Request summary – provide specific priority “ask(s)”:

Maintain sufficient federal funding to complete the transformational, large-scale transportation infrastructure project to finish the High Speed Rail portion in Fresno County enriching the lives of the residents. Many of the over-crossings in the rural areas have been completed. Construction has been started on all of the underpasses and overpasses within Fresno, but significant work still needs to be completed. Work has not started on the tracks or the electric power delivery system. Architects have been hired to design the Fresno High Speed Train Station. This station will likely be the first High Speed Rail Station in the United States and the City hopes this station will rival the stations in Europe and Asia. The One Voice request is to provide sufficient federal dollars to complete the Central Valley segment of the High Speed Rail project, and to ensure that no work in the Fresno County region is left unfinished. The City also hopes to construct a multi model transit station to bring passengers from all parts of Fresno and from the small rural communities

2. About the Priority: (Provide specific information about your proposed priority. Include information you want included in the trip materials.)

Fresno is home to over 546,000 residents, making it the 5th largest city in California. The California High Speed Rail will connect regions of the state while contributing to economic development and a cleaner environment while creating jobs and preserving agricultural and protected lands. The system will run from San Francisco to the Los Angeles basin, eventually extending to Sacramento and San Diego. Design and construction began in Fresno County in 2014 on the Segment 1 extending from Merced to Bakersfield.

3. **Priority background** – (Include the priority issues, history and an explanation of the regional significance if not provided in question 1)

The High Speed Rail station in Fresno will be located in the heart of the city serving downtown and Chinatown. Within roughly a ½-mile walk, patrons will be able to get to the Chukchansi Park, Fresno County and federal courthouses, the Fresno Area Express (FAX) Bus Rapid Transit service as well as Fresno City Hall. Fresno State University is located about six miles north of the station and can be easily accessed using FAX. Riders who would like to explore Yosemite National Park will also be able to connect with Yosemite Area Regional Transportation System (YARTS), offering public transportation to one of the country’s most beautiful national parks. Mobility – Faster, more frequent and more reliable passenger rail service and enhanced connections will contribute to significantly higher ridership in the corridor, with 6.6 million projected annual system-wide riders in 2030.

4. **If your priority is not transportation related, are there any transportation policy connections?**

N/A

5. **Provide high-resolution photos, graphics or other explanatory attachments for the One Voice trip materials. Do not copy and paste them here, attach them as separate electronic files. Then, describe the attachments and include them with your submittal.**

Yes, please find a video link showing the current progress of the project.

6. **Contact** – Include the contact information for the priority submittal **and** the contact information of the person that will be attending the One Voice trip to speak on behalf of the priority:

Project Contact:

Jill Gormley, Assistant Director of Public Works
 City of Fresno
 Jill.Gormley@Fresno.Gov
 559-621-8792
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One Voice Proposed Priority title:
High-Speed Rail Funding

Sponsoring agency/business:
Fresno Council of Governments

1. Request summary – provide specific priority “ask(s)”:

Preserve up to \$3.07 billion in FRA high-speed rail funding under the FY 22-23 Federal-State Partnership for Intercity Passenger Rail, which funds the design and construction of the Fresno HSR station, in addition to final design and right-of-way acquisition for the Merced extension (Madera, CA to Merced, CA) and Bakersfield extension (from Poplar Avenue in Shafter, CA to Bakersfield, CA); civil, track and systems construction for the 13-mile Bakersfield Interim extension; and, design and procurement of trainsets, as well as design and construction of trainset facilities.

2. About the Priority: (Provide specific information about your proposed priority. Include information you want included in the trip materials.)

As the Fresno landscape readily demonstrates, our region and the State of California are committed to the California High-Speed Rail system. With design on the Fresno HSR 70 percent completed and construction scheduled to begin in 2027, the Fresno region has undertaken significant efforts in workforce development and transportation planning to get to this stage. The San Joaquin Valley represents the spine of the California HSR system and a key strategy in

providing an alternative transportation option to crowded urban freeways and expensive airline flights.

3. **Priority background** – (Include the priority issues, history and an explanation of the regional significance if not provided in question 1)

4. **If your priority is not transportation related, are there any transportation policy connections?**

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6. **Contact** – Include the contact information for the priority submittal **and** the contact information of the person that will be attending the One Voice trip to speak on behalf of the priority:

Project Contact:

Robert Phipps, Executive Director
Fresno Council of Governments
rhipps@fresnocog.org
559-233-4148, ext. 210
2035 Tulare St., Suite 201
Fresno, CA 93721

One Voice Participant:

Alma Beltran, Chairwoman
Fresno Council of Governments
Email Address
Phone Numbers, Cell/Office



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One Voice Proposed Priority title:

Raise Grant Application – South Fresno SR-99 Corridor Project

Sponsoring agency/business:

Fresno Council of Governments

1. Request summary – provide specific priority “ask(s)”:

Congressional delegation support for the RAISE grant application already on file with the Department of Transportation.

2. About the Priority: (Provide specific information about your proposed priority. Include information you want included in the trip materials.)

Fresno Council of Governments and the Fresno County Transportation Authority (FCTA) formally request support for their joint RAISE grant application for the South Fresno State Route 99 Corridor Project. If funded, the project would replace a non-standard, split interchange at North/Cedar Avenue and a non-standard, half-interchange at American Avenue – just under three miles south of North/Cedar.

The project is intended to: replace two aged overcrossings, realign and widen ramps, eliminate isolated ramps, install signalized intersections, provide sidewalk and bicycle facilities, install a sound barrier to mitigate traffic noise, provide electric-vehicle (EV) charging stations, and replace/rehabilitate existing pavement. Furthermore, the project has the potential to: reduce lifecycle costs, improve safety, improve access to jobs, reduce congestion, improve goods movement and supply chains, and facilitate California High-Speed Rail (HSR) construction and

operations.

3. Priority background – (Include the priority issues, history and an explanation of the regional significance if not provided in question 1)

The North/Cedar and American Avenue interchanges are located along the State Route (SR) 99 trade corridor and are priority locations for reconstruction. Both North/Cedar and American Avenues serve as primary access points for existing and developing industrial and commercial businesses, which includes three major distribution centers for Amazon, Ulta Beauty, and Valley Wide Beverage. In addition to those three distribution centers, as well as hundreds of other industrial employers in south Fresno, this project will also serve the nearby Burlington Northern Santa Fe (BNSF) intermodal rail facility. Lastly, it would provide access to the proposed Fresno HSR Maintenance-of-Way Facility site.

This project will reduce driver confusion at the North Avenue interchange by reconstructing interchanges to standard design. Improvements will include installing traffic signal controls at the ramp intersections, which should reduce overall collisions as much as 30 percent, with some reduction to collision severity. Left-turn phasing will also eliminate free movements, which reduces potential collisions with cyclists/pedestrians. The interchange ramps at Cedar Avenue are eliminated and consolidated at North Avenue. This removes the conflict points between vehicles and cyclists/pedestrians in which free movements currently exist.

The proposed improvements at the American Avenue interchange include roundabouts at the ramp intersections. The roundabouts have several added safety features, including reducing collision severity and providing for improved pedestrian crossings. Multi-use paths will run adjacent to the roundabouts, which will provide a safe route for both pedestrians and cyclists.

4. If your priority is not transportation related, are there any transportation policy connections?

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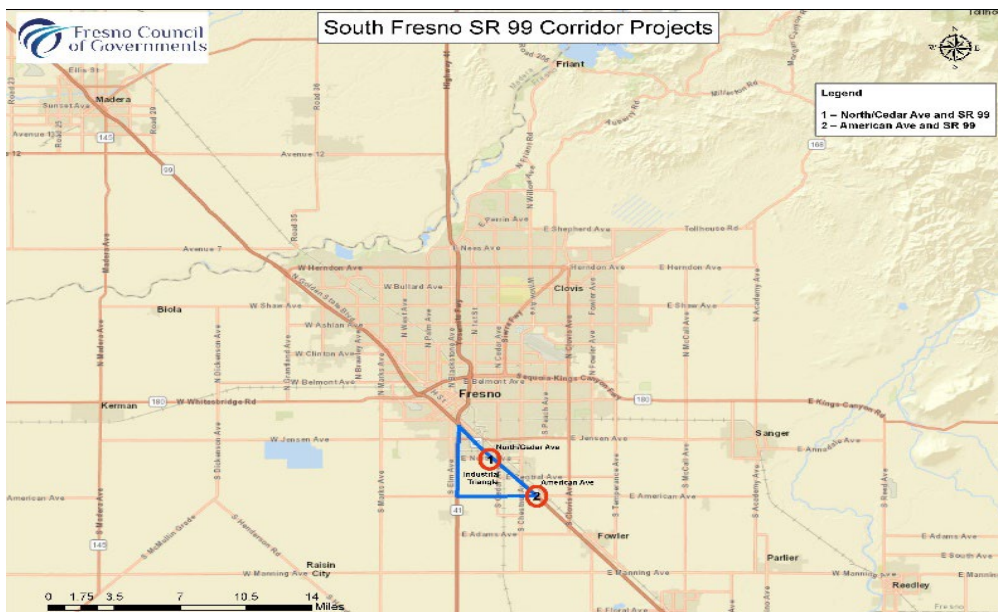


Figure 3: Project Location Map

6. **Contact** – Include the contact information for the priority submittal **and** the contact information of the person that will be attending the One Voice trip to speak on behalf of the priority:

Project Contact:

Robert Phipps, interim executive director
Fresno Council of Governments
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O: 559-233-4148, ext. 210
C: 661-205-1336
2035 Tulare St., Suite 201

One Voice Participant:

Alma Beltran,
Mayor, City of Parlier; Chairwoman, Fresno Council of Governments
abeltran@parlier.ca.us

Fresno Council of Governments
2025
One Voice Regional Priorities Washington, DC

Cross Valley Rail in Huron

Submitted by:

Robert Phipps, Executive Director
559-233-4148 Ext. 210

TITLE

Cross Valley Corridor in Huron

SHORT INTRODUCTION OF REGIONAL PRIORITY AND ISSUE:

The Cross Valley Corridor (CVC) is a vital east-west rail corridor among communities in Fresno, Tulare, and Kings Counties in the Central San Joaquin Valley. While existing rail is active in certain segments and abandoned in others, the corridor presents a unique opportunity to unlock mobility improvements for the region, advance local economic development, and to improve local air quality. With a proposed California High-Speed Rail station located in the middle of the corridor, there is an opportunity to improve regional and statewide connectivity and mobility throughout the communities along the corridor, which include Huron, Naval Air Station Lemoore, Hanford, Visalia, Farmersville, Exeter, Lindsay, and Porterville.

REQUEST SUMMARY:

1. Congressional delegation support for future grant applications for the Cross Valley Corridor in general and for rail station construction in Huron, specifically.

REQUEST BACKGROUND AND EXPLAIN THE REGIONAL SIGNIFICANCE:

In 2016, Tulare County Association of Governments (TCAG) began the Cross Valley Corridor Plan to study connectivity and mobility improvements in the Central San Joaquin Valley. The project aims to increase transit service efficiency, enable communities and cities in the Cross Valley Corridor (CVC) to promote developments that support transit usage, encourage revitalization and economic development, and facilitate growth in support of the California High-Speed Rail (HSR) investment. This project evaluated a range of new public transit service alternatives that would be able to accommodate future population and economic growth, while being compatible with existing land uses and future development opportunities. By planning for a CVC transit system well in advance, right-of-way and land needs can be identified and protected now, avoiding costly acquisitions or eminent domain processes later.

The Cross Valley Corridor (CVC) is approximately 75 miles long between the cities of Huron and Porterville, with 7-13 potential stops in cities in between, and could serve as the backbone for a future transit corridor. The majority of the corridor is currently occupied by single track freight railway owned and operated by the San Joaquin Valley Railroad (SJVR). However, existing track conditions are not yet suitable for passenger rail operations as many structures, including railway, bridges, culverts, and crossings are aging and obsolete. The existing right-of-way (ranging from 50-200 feet wide) would be suitable for passenger rail via a mixed use (freight and passenger rail). The alignment connects the corridor cities' downtown areas, making it an ideal route to serve the region's major activity centers and populations. Commute patterns analyzed in the development of the Cross Valley Corridor Plan suggest that there are strong internal connections between the Cross Valley Corridor communities.

A connection between the proposed Kings-Tulare Regional HSR Station and the CVC could benefit the region by potentially linking the communities to each other. The HSR station that

will ultimately link the Central Valley with the HSR system is located near the City of Hanford and will open as part of the first phase of the HSR project from Merced to Bakersfield. The process of designing and implementing a large-scale rail project can span decades and come with a hefty price tag that may be alarming to stakeholders who are unsure that the project benefits outweigh the costs. In consideration of this, the CVC Plan proposes a phased approach to demonstrate value in the near-term by implementing a bus or BRT service along the approximate proposed route to spark awareness among the communities along the corridor while allowing for data collection in ridership and usage trends that could be helpful in future rail planning efforts.

Huron residents would benefit from both the positive economic and environmental improvements that the CVC would provide. According to the California EPA CalEnviroScreen 3.0 tool, the City of Huron ranks in the top 70-85th percentile of pollution burden in California. Specifically, the concentration of particulate matter, or PM2.5, in Huron is in the 95th percentile, meaning it is higher than 95% of the census tracts in California. PM2.5 comes from cars, trucks, and other activities, and can have serious health effects, including heart and lung disease. Increasing local transit opportunities will help to reduce local PM2.5 concentrations. Additionally, Huron is defined by the California Department of Housing and Community Development as a low-income community. Connecting Huron to cities along the CVC, as well as the California High-Speed Rail, will improve Huron residents' access to jobs and services.

In 2023, Caltrans awarded the project a \$650,000 Sustainable Communities Planning Grant through the City of Hanford to identify recommendations for connecting transit services between Downtown Hanford and the Kings-Tulare HSR Station along Lacey Boulevard, and promote transit-oriented development (TOD) around the Kings-Tulare HSR Station. The final plan will guide land use planning along Lacey Boulevard and the Kings-Tulare HSR Station, support TOD, promote economic development and revitalization, enhance connections to transit and mobility choice, stimulate connectivity between Downtown Hanford and the Kings-Tulare Station, connect Hanford with other communities along the CVC, and support an efficient and effective multi-modal transportation system in some of California's most disadvantaged and low-income communities.

Also in 2023, CalSTA awarded the project a \$20.2 million Transit and Intercity Rail Capital Program (TIRCP) grant for the Cross Valley Corridor Zero-Emission Bus Expansion Project which would develop new multi-modal transit centers in both Kings and Tulare Counties along the Cross Valley Corridor, providing greater connectivity and mobility options for rural communities. This includes new zero-emission feeder buses which will operate along the corridor and a regional zero-emission micro transit operation that will connect underserved communities to the CVC and the future Kings-Tulare High-Speed Rail Station.

In 2024, the Tulare County Association of Governments (TCAG) and Kings County Association of Governments (KCAG) completed the Kings-Tulare County Cross Valley Corridor Phase 1 Operations Plan, which establishes and recommends a phased service implementation and capital improvements plan for the Cross Valley Corridor. This initial express bus service would

include service between NAS Lemoore, Lemoore, Hanford, Goshen, Visalia, Farmersville, and Lindsay. In a future expansion of this express bus service, service would be extended to Huron and Porterville. This service is planned to have a 30-minute frequency and will serve the Kings-Tulare HSR Station once the HSR service becomes operational between 2030 and 2033.

ARE THERE ANY ECONOMIC DEVELOPMENT BENEFITS?

The CVC would have long-term economic development benefits for the City of Huron and improve the quality of life for residents through increased access to jobs and services, as well as environmental benefits related to air quality, energy use, noise reduction, and land use. When fully operational, California HSR service throughout the Central Valley and to the major employment hubs throughout the State can have a transformational impact on local and regional economies. The CVC presents an opportunity to better harness High-Speed Rail's statewide benefits, enhance intra-regional connectivity, and promote greater economic integration.

ARE THERE ANY ATTACHMENTS?

Cross Valley Corridor Plan
Cross Valley Corridor Map
Cross Valley Corridor Phase 1 Operations Plan

CONTACT:

Robert Phipps, Executive Director
Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721
559-233-4148, Ext. 210
rhipps@fresnocog.org



2024-25 Fresno COG One Voice Advocacy Trip

Regional Priorities Submittal Form

Submittal Deadline: Jan. 6, 2025

Keep your regional priority content to less than three pages long. Do not change the font (*Arial*). Contact Brenda Thomas at bthomas@fresnocog with questions.

One Voice Proposed Priority title:

Easton Complete Streets

Sponsoring agency/business:

County of Fresno

1. Request summary – provide specific priority “ask(s)”:

The Easton Complete Streets project would construct sidewalks with curb & gutter and replace non- ADA-compliant curb ramps and driveway approaches. A storm drain system would be installed as part of the project to address drainage from the new gutters that will be installed. Roadway reconstruction or widening will be necessary to be able to correct the drainage pattern to the new storm drainage system. Miscellaneous appurtenant work, including but not limited to, installation of appropriate road safety signage and striping, removal of necessary trees, relocation of existing utilities, and survey monument replacement will also be included with the proposed improvements. The project estimate is \$8 million.

- 2. About the Priority:** (Provide specific information about your proposed priority. Include information you want included in the trip materials.)

Easton, located just southeast of Fresno, divided by SR 41, with a population of over 2,000, is the largest unincorporated community in Fresno County that lacks a water system, sewers, storm drains and sidewalks. As one of 38 unincorporated disadvantaged communities in the 6,000 square mile Fresno County there is no tax base to pay for such improvements. Many parts of Easton lack sidewalks which cause safety issues, as students and other residents face heavy traffic and no place to safely walk or bike. During even mild rain events, students must walk in the middle of the street to access the elementary and high school. Administrators, teachers, and parents from the school district reached out to the County to provide solutions.

Connectivity within the community is restricted as the number of safe and direct routes between places is limited since existing sidewalks and roads in front of common use places and businesses are in disrepair or non-existent. The proposed improvements will address missing and damaged sections of sidewalk, as well as ADA compliance. Safety will improve for vehicular traffic as drainage improvements will minimize road flooding.

- 3. Priority background** – (Include the priority issues, history and an explanation of the regional significance if not provided in question 1)

Fresno County has committed to seek funding to provide basic amenities such as safe roads, drainage, sidewalks and bike lanes to improve quality of life, housing, community health and prosperity in as many unincorporated communities as possible. Over the past few years, congressional or state directed spending or active transportation funding has been secured for the communities of Riverdale, Calwa, Del Rey, Biola, Laton, Tranquillity, Cantua Creek, and Caruthers for transformative transportation projects. The community of Easton is a particular challenge since the majority of the community has wells, septic system, and no storm drains, and improvements have to be designed around the existing infrastructure.

- 4. If your priority is not transportation related, are there any transportation policy connections?**

N/A

- 5. Provide high-resolution photos, graphics or other explanatory attachments for the One Voice trip materials. Do not copy and paste them here, attach them as separate electronic files. Then, describe the attachments and include them with your submittal.**

Location Maps, Photos and Budget.

- 6. Contact** – Include the contact information for the priority submittal **and** the contact information of the person that will be attending the One Voice trip to speak on behalf of the priority:

Project Contact:

Erin Haagenson, Program Manager
County of Fresno Public Works and Planning
ehaagenson@fresnocountyca.gov

(559) 600-9908, (559) 388-7292
2220 Tulare St, 7th Floor
Fresno Ca 93721

One Voice Participant:

TBD

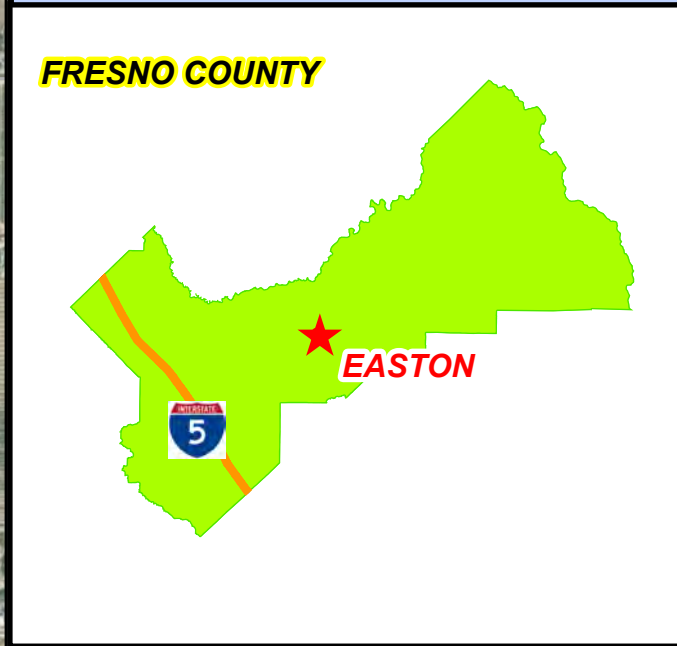
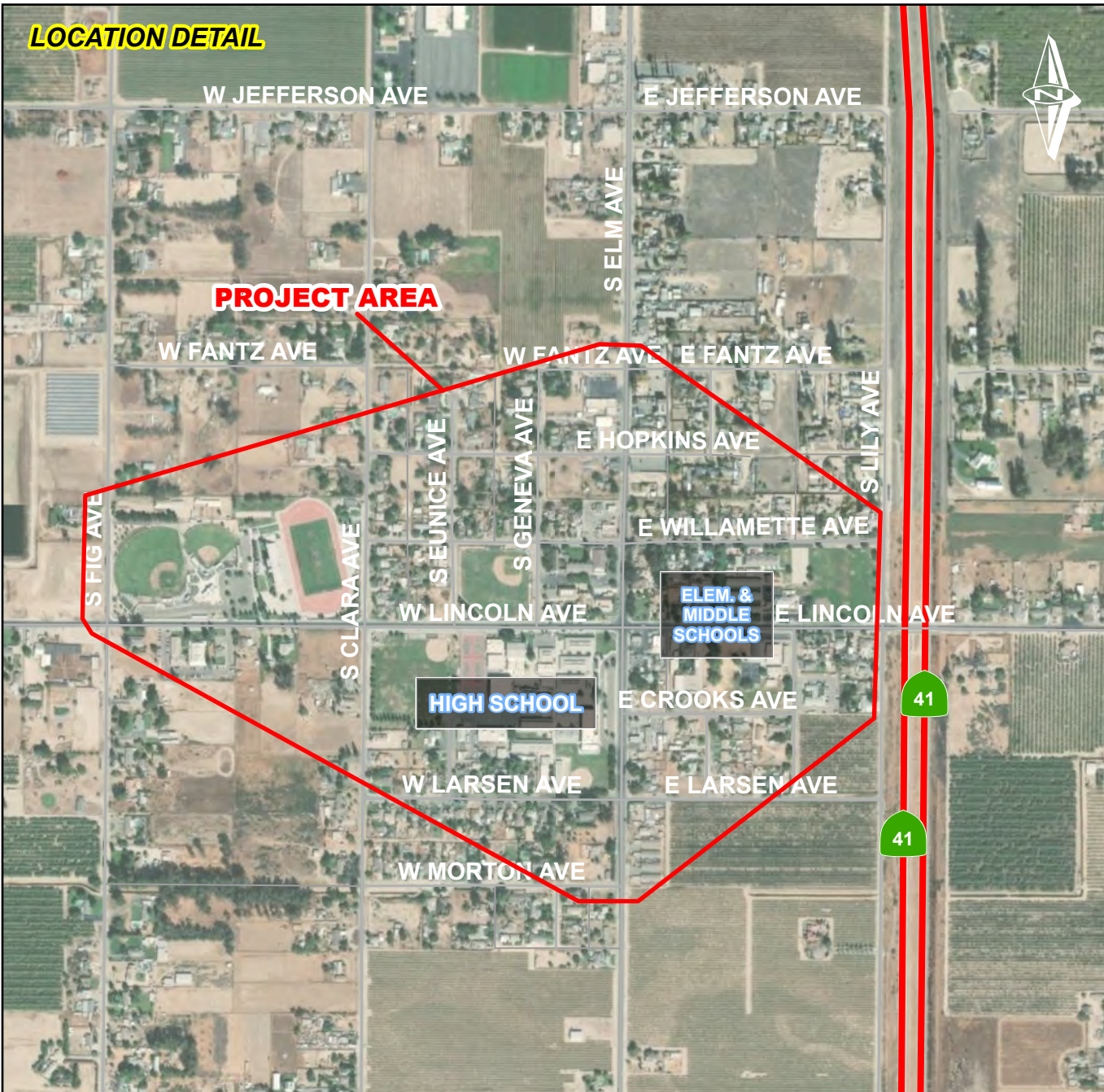
Email Address

Phone Numbers, Cell/Office

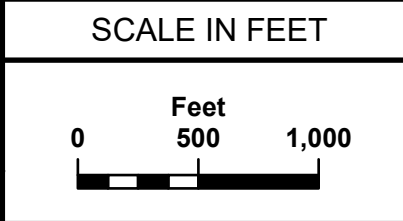
Address

City, CA Zip Code

LOCATION DETAIL

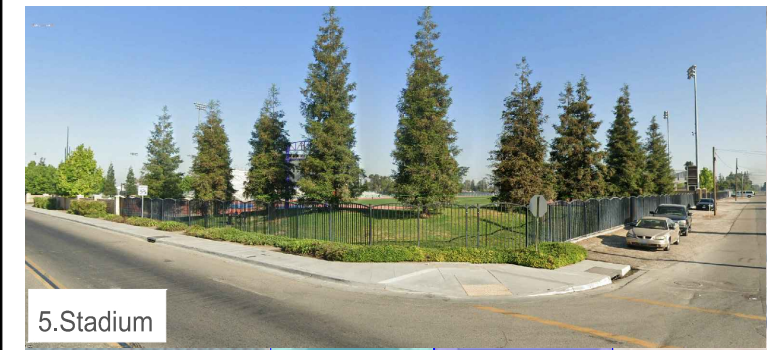


DESIGNED: D.N.	DATE: 11/04/2023
REVISED D.N.	06/11/2024
STATE BRIDGE NO. N/A	

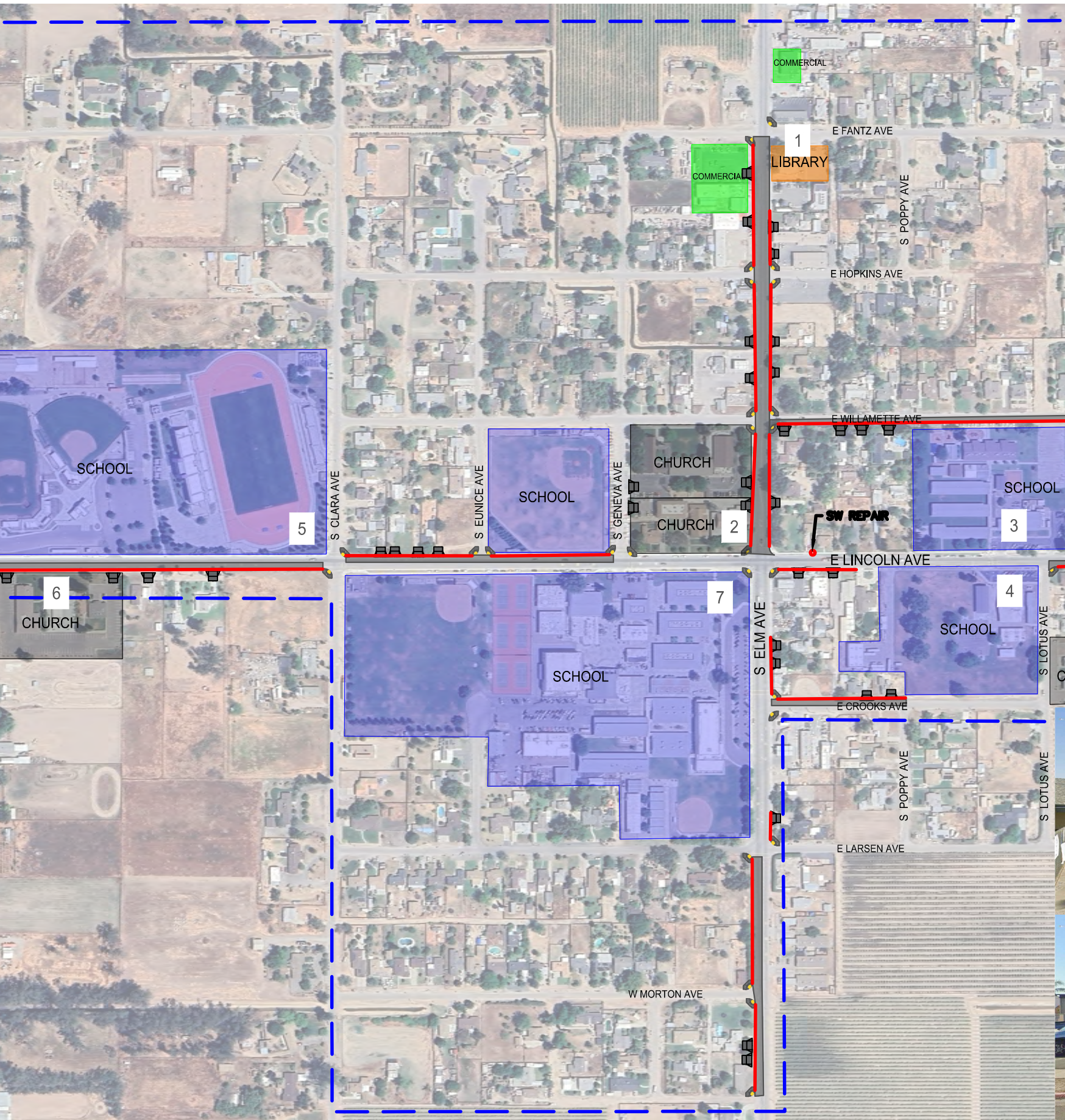


DEPARTMENT OF PUBLIC WORKS & PLANNING

**ATTACHMENT A
EASTON SIDEWALK PROJECT**



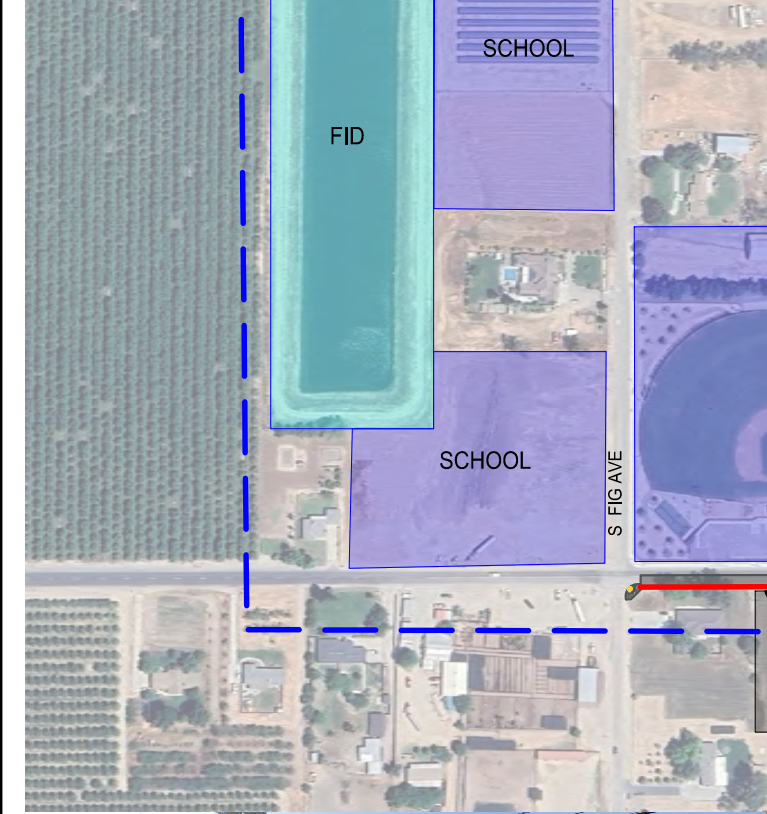
5.Stadium



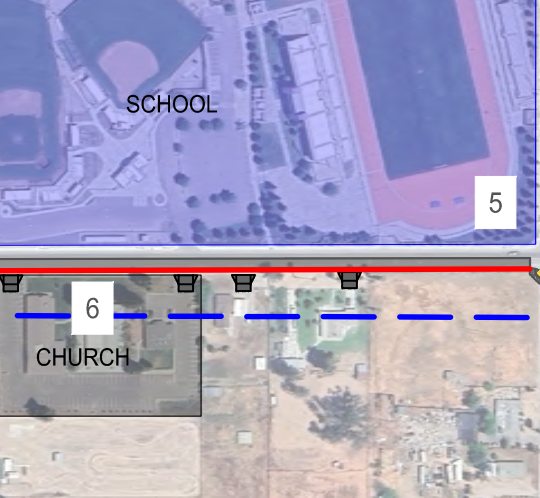
1.Library



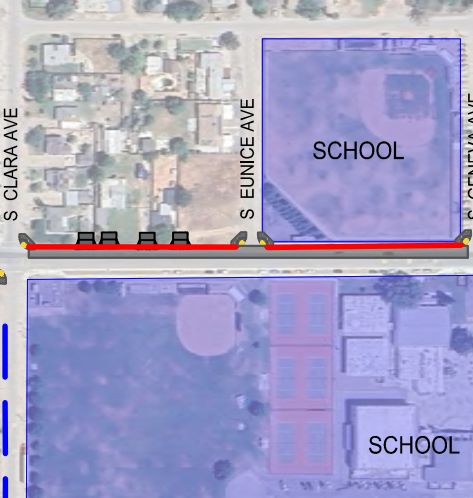
2.Church



5



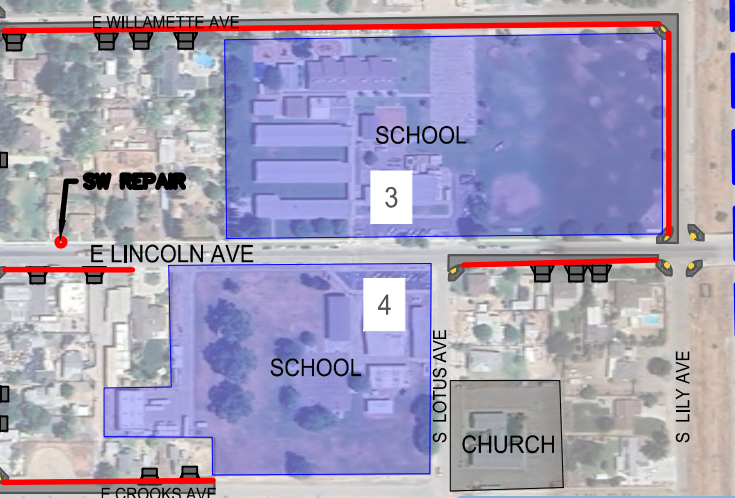
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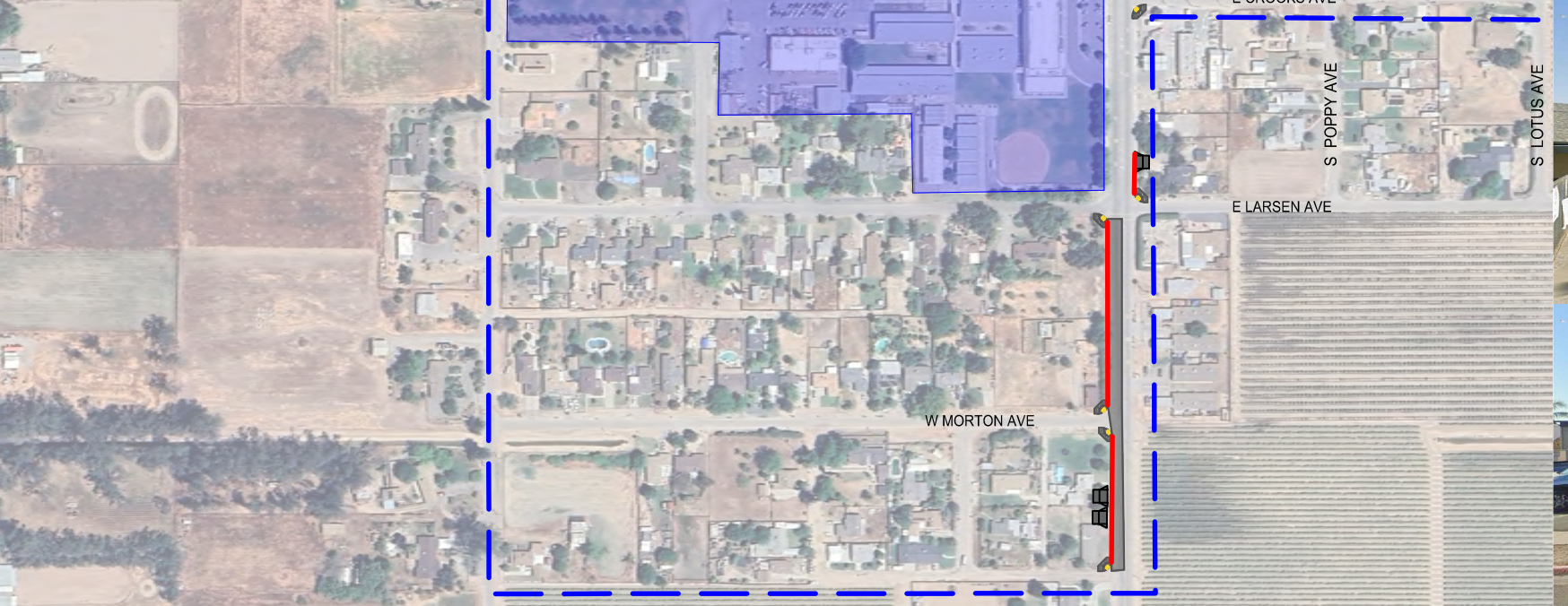
3



4



6.Church



3.Elementary Shool



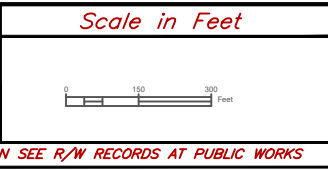
7.High School



4.Middle School

DATE	///
SURVEYED	
DRAWN	RD
CHECKED	
REVISION	

03/2024



ATTACHMENT B PROJECT DESTINATIONS MAP

PROJECT
EXHIBIT FOR
SIDEWALK AND DRAINAGE IMPROVEMENTS IN EASTON, CA.
EXTENTS OF PROJECT

Road No. _____ Bridge No. _____



DEPARTMENT OF PUBLIC WORKS & PLANNING

DESIGN DIVISION

31

Drawing No. _____ Sheet No. 1 Total 1

FOR R/W DATA AND ACCURATE ACCESS DETERMINATION SEE R/W RECORDS AT PUBLIC WORKS

**ATTACHMENT C
PHOTOS OF EXISTING CONDITIONS
EASTON SIDEWALK PROJECT**



Figure 1: Student walking on buckled sidewalk on north side of Lincoln Ave near elementary school.



Figure 2: Student avoiding puddle on south side of Lincoln Ave near middle school.

**ATTACHMENT C
PHOTOS OF EXISTING CONDITIONS
EASTON SIDEWALK PROJECT**



Figure 3: Willamette facing east from Elm Ave.



Figure 4: South side of Willamette Ave facing west from Lily Ave at elementary school.

**ATTACHMENT C
PHOTOS OF EXISTING CONDITIONS
EASTON SIDEWALK PROJECT**



Figure 5: West side of Lily Ave facing south at elementary school.



Figure 6: West side of Lily Ave facing north at elementary school.

**ATTACHMENT C
PHOTOS OF EXISTING CONDITIONS
EASTON SIDEWALK PROJECT**



Figure 7: West side of Elm Ave facing south from Willamette Ave.



Figure 8: West side of Elm Ave facing north from Willamette Ave..

**ATTACHMENT C
PHOTOS OF EXISTING CONDITIONS
EASTON SIDEWALK PROJECT**



Figure 9: West side of Elm Ave facing south from Fantz Ave.



Figure 10: West side of Elm Ave facing north from Fantz Ave.

**ATTACHMENT C
PHOTOS OF EXISTING CONDITIONS
EASTON SIDEWALK PROJECT**



Figure 11: East side of Elm Ave facing south just south of Lincoln Ave.



Figure 12: East side of Elm Ave facing north from just south of Lincoln Ave.

**ATTACHMENT C
PHOTOS OF EXISTING CONDITIONS
EASTON SIDEWALK PROJECT**



Figure 13: South side of Lincoln Ave. facing west from Lily Ave.



Figure 14: North side of Lincoln Ave facing west from Geneva Ave.

Detailed Project Estimate and Total Project Costs - Cycle 7

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: County of Fresno	Project Description: Easton Sidewalk Project	Date: 6/12/2024
Project Location: Various Locations in Easton, CA		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Sebastian Artal		License #: 76724

Project Estimate and Cost Breakdown:

Project Estimate (for Construction Items Only)						Cost Breakdown					
						ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$
General Overhead-Related Construction Items											
1	Mobilization	1	LS	\$350,000.00	\$350,000	100%	\$350,000				
2	Construction Funding Sign	2	EA	\$1,000.00	\$2,000	100%	\$2,000				
3	Traffic Control	1	LS	\$100,000.00	\$100,000	100%	\$100,000				
4	Job Site Management	1	LS	\$10,000.00	\$10,000	100%	\$10,000				
5	Prepare & Implement SWPPP	1	LS	\$5,000.00	\$5,000	100%	\$5,000				
6								100%			
7								100%			
8								100%			
9								100%			
10								100%			
General Construction Items											
11	Dust Control	1	LS	\$5,000.00	\$5,000	100%	\$5,000				
12	Clearing and Grubbing	1	LS	\$50,000.00	\$50,000	100%	\$50,000				
13	Sawcut and Remove Existing Concrete	500	SF	\$4.00	\$2,000	100%	\$2,000				
14	Detectable Warning Devices	33	SF	\$35.00	\$1,155	100%	\$1,155				
15	Remove & Dispose Existing Curb & Gutter	500	LF	\$15.00	\$7,500	100%	\$7,500				
16	Remove Trees	10	EA	\$1,000.00	\$10,000	100%	\$10,000				
17	Finishing Roadway	1	LS	\$15,000.00	\$15,000	100%	\$15,000				
18	Roadway Excavation	8933.333	CY	\$45.00	\$402,000	100%	\$402,000				
19	Class II Aggregate Base	5211.111	CY	\$70.00	\$364,778	100%	\$364,778				
20	Hot Mix Asphalt	7286.25	TON	\$120.00	\$874,350	100%	\$874,350				
21	Tack Coat	4	TON	\$1,500.00	\$6,000	100%	\$6,000				
22	Minor Concrete Sidewalk	43250	SF	\$12.00	\$519,000	100%	\$519,000				
23	Minor Concrete Curb Ramps and Returns	33	EA	\$5,000.00	\$165,000	100%	\$165,000				
24	Minor Concrete Driveway Approaches	6660	SF	\$15.00	\$99,900	100%	\$99,900				
25	Minor Concrete Curb and Gutter	8650	LF	\$60.00	\$519,000	100%	\$519,000				
26	Adjust Water Valve Box Covers to Finished Grade	1	LS	\$30,000.00	\$30,000	100%	\$30,000				
27	Adjust Electrical Vaults to Finished Grade	1	LS	\$5,000.00	\$5,000	100%	\$5,000				
28	Adjust Storm Drain Manholes to Finished Grade	10	EA	\$1,500.00	\$15,000	100%	\$15,000				
29	Adjust Sewer Manholes to Finished Grade	10	EA	\$1,500.00	\$15,000	100%	\$15,000				
30	Paint Stripe	1	LS	\$20,000.00	\$20,000	100%	\$20,000				
31	Drainage Allowance	1	LS	\$1,598,988.89	\$1,598,989	100%	\$1,598,989				
32								100%			
33								100%			
34								100%			
35								100%			
36								100%			
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47								100%			
48								100%			
49								100%			
50								100%			
51								100%			
52								100%			
Subtotal of Construction Items:					\$5,191,672		\$5,191,672				
Construction Item Contingencies (% of Construction Items):				10.00%	\$519,167		\$519,167				
Total (Construction Items & Contingencies) cost:					\$5,710,839		\$5,710,839				

Project Delivery Costs:

Type of Project Cost	Cost \$	ATP Eligible Costs	ATP Ineligible Costs
Preliminary Engineering (PE)			
Project Approval and Environmental Document (PA&ED):	\$ 250,000	\$250,000	
Plans, Specifications and Estimates (PS&E):	\$ 325,000	\$325,000	
Total PE:	\$ 575,000	\$575,000	
Right of Way (RW)			
Right of Way Engineering:	\$ 65,000	\$65,000	
Acquisitions and Utilities:	\$ 220,000	\$220,000	
Total RW:	\$ 285,000	\$285,000	

Detailed Project Estimate and Total Project Costs - Cycle 7

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:						
Agency:	County of Fresno				Date:	6/12/2024
Project Description:	Easton Sidewalk Project					
Project Location:	Various Locations in Easton, CA					
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Sebastian Artal			License #:	76724	
Total Pre-Construction Costs (PE+RW):	\$860,000	\$860,000				
Construction Engineering (CE)						
Construction Engineering (CE):	\$ 685,000	\$685,000			"CE" costs / "CON" costs 12% 15% Max	
Total Construction Costs:	\$6,395,839	\$6,395,839				
Total Project Cost:						
	\$7,940,839	\$7,940,839	ATP Eligible Costs	ATP Ineligible Costs		

Documentation of Eligible (Participating) and/or Ineligible (Non-Participating) Costs:
 The Engineer's justification for including typical ATP-Ineligible items in the ATP-Eligible column and logic and/or calculations for splitting costs between ATP-Eligible and Ineligible costs must be documented in this section of the Estimate form.

Separate justification is required for each item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.

Item #:	Description of Engineer's Justification: (See example shown in the Instructions)



2024-25 Fresno COG One Voice Advocacy Trip

Regional Priorities Submittal Form

Submittal Deadline: Jan. 6, 2025

Keep your regional priority content to less than three pages long. Do not change the font (*Arial*). Contact Brenda Thomas at bthomas@fresnocog with questions.

One Voice Proposed Priority title:

Millerton Road Widening and Safety Improvements

Sponsoring agency/business:

County of Fresno

1. Request summary – provide specific priority “ask(s)”:

The requested funding would help construct the Millerton Road Widening Project, to include additional safety features, with remaining project costs estimated at \$76 million. The proposed project widens a 4.7-mile stretch of Millerton Road from a two-lane rural roadway to a four-lane divided arterial roadway. It spans from North Fork Road in the community of Friant to one mile west of Auberry Road. The project also includes constructing two roundabouts; one at Marina Drive/Winchell Cove Road and one at Morningside Drive/Saubrice Ave.

2. About the Priority: (Provide specific information about your proposed priority. Include information you want included in the trip materials.)

The project has been ongoing for a number of years and has experienced delays due to environmental, right of way, and utility concerns. The project is now ready for construction; however, funding for the project is insufficient due to rising construction costs and unexpected issues. During the time the County was working through the delays, Table Mountain Rancheria, the Chukchansi band of Yokut and Monache tribes of Indigenous Americans, widened a 0.8 mile section of the roadway in front of their newly built casino on Millerton Road from 2-lane to 4-lane, which starts at the casino entrance and ends at Marina Drive/Winchell Cove Drive. The change from 4-lane to 2-lane traveling west on Millerton Road creates a bottleneck which is very abrupt and has resulted in a number of severe crashes, some fatal. Between 2012 and May 2023 there were 44 collisions; 9 people were killed and 26 were injured within 900 feet of the intersection. The County has proposed a roundabout at this intersection, which adds approximately \$4 million to the project. The roundabout should significantly reduce the number of crashes and deaths that have happened in that location. Additionally, widening the remainder of the road will improve the bottleneck at the intersection. A second roundabout at Morningside Drive/Saubrice Ave will offer further safety for motorists and reduce the number of crashes on the stretch of roadway.

3. Priority background – (Include the priority issues, history and an explanation of the regional significance if not provided in question 1)

Millerton Road is the primary corridor that Table Mountain Rancheria tribe members rely on to access their lands and governmental operation. It is used by more than 1,300 employees of Table Mountain Rancheria and thousands of patrons and is integral to their economic success.

The widening and improvements to be constructed as a part of this project will tie the foothill area to the Fresno/Clovis metropolitan area. By supporting regional development and economic growth, property values can be improved and related construction and service industries will be sustained. Additionally, the residual impacts and job creation caused by such investment will reverberate throughout the region.

The County's objectives for the project are:

- Accommodate a higher level of projected traffic demand, and promote improved traffic operations, as well as bike and motorist safety
- Increase community safety by decreasing the California Fire Department's response times to fires in the region
- Bolster regional tourism by better accommodating seasonal traffic to the scenic Millerton Lake State Park
- Improve access to Table Mountain Rancheria tribal lands (the project has been preliminarily designed by Table Mountain Rancheria's consultant group, AECOM).

The project will achieve these objectives by transforming the current two-lane rural roadway into a four-lane divided arterial roadway with paved shoulders, including signed and striped bicycle lanes. Several public road intersections, private road intersections, and driveway intersections would be improved to accommodate the widening of the road and median improvements. Two roundabouts would be constructed where Millerton Road intersects Marina Drive/Winchell Cove Drive and Morningside Drive/Saubrice Ave to slow traffic, reduce crashes, and promote safer driving practices. Additionally, the project will include new, pocketed, left-turn lanes, and a new, two-lane, pre-stressed I-girder bridge to complement the already existing bridge and to accommodate the additional two lanes. These alterations will contribute to a higher level of

safety and utility for motorists and bicyclists. Finally, erosion control measures will line all embankment area slopes, as well as on cut slopes when the slope material will support growth. The reconstructed roadway would generally follow the alignment of the existing roadway, with deviations needed to upgrade the horizontal and vertical geometry to current standards.

- 4. If your priority is not transportation related, are there any transportation policy connections?**

N/A

- 5. Provide high-resolution photos, graphics or other explanatory attachments for the One Voice trip materials. Do not copy and paste them here, attach them as separate electronic files. Then, describe the attachments and include them with your submittal.**

Location Map, Crash Map and Budget

- 6. Contact** – Include the contact information for the priority submittal **and** the contact information of the person that will be attending the One Voice trip to speak on behalf of the priority:

Project Contact:

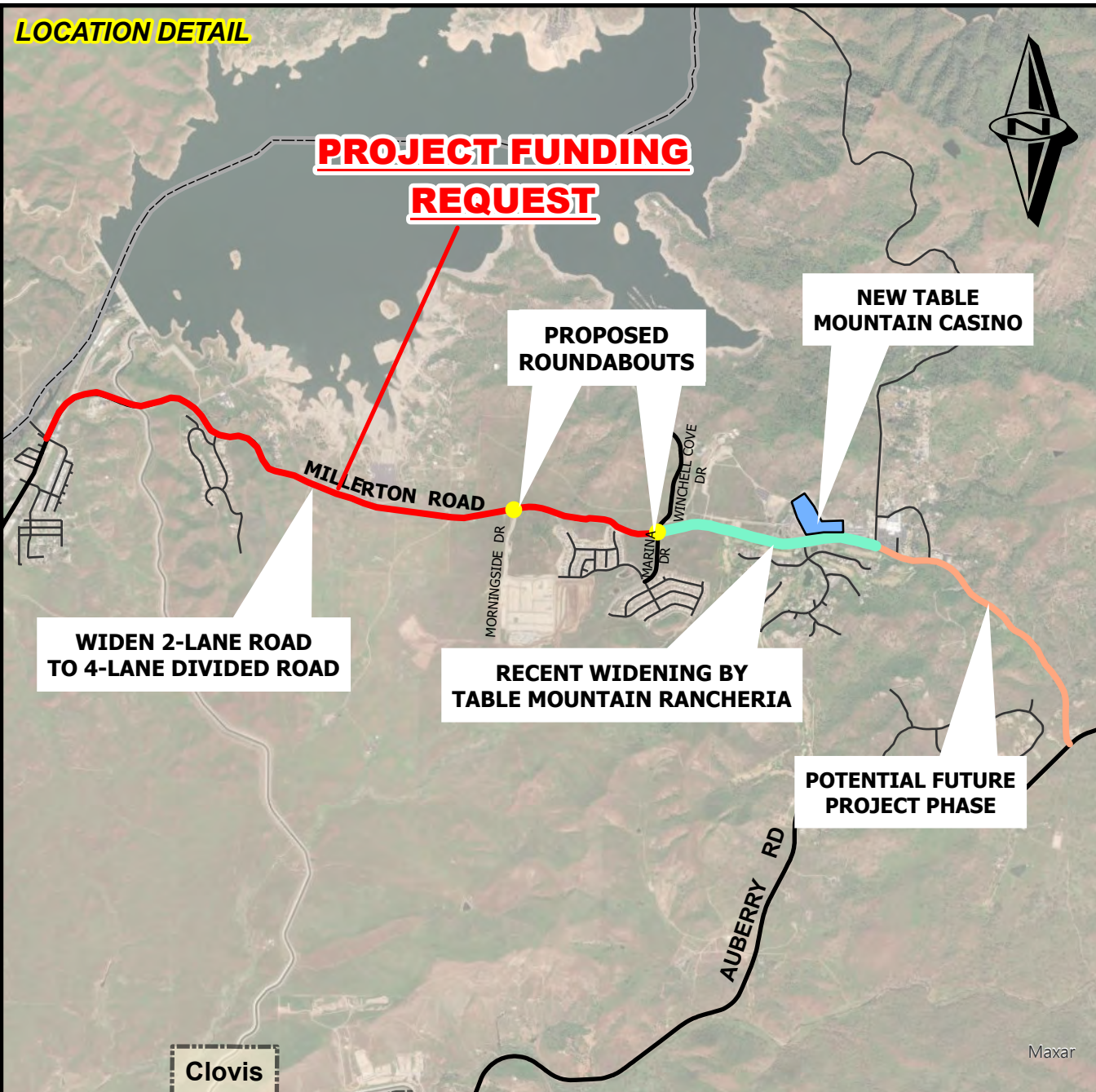
Erin Haagenson, Program Manager
County of Fresno Public Works and Planning
ehaagenson@fresnocountyca.gov
(559) 600-9908, (559) 388-7292
2220 Tulare St, 7th Floor
Fresno Ca 93721

One Voice Participant:

TBD

Email Address
Phone Numbers, Cell/Office
Address
City, CA Zip Code

LOCATION DETAIL



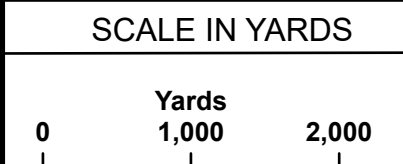
STREETS



FRESNO COUNTY



Prepared By: Diana Nuttman, Staff Analyst
 Date: 02/27/2024 (revised)
 Agency: County of Fresno
 Department: Public Works & Planning
 Division: Design



DEPARTMENT OF PUBLIC WORKS & PLANNING

**ATTACHMENT A
 MILLERTON ROAD WIDENING
 AND SAFETY IMPROVEMENTS**

ATTACHMENT B

PROJECT BUDGET

The amount of work to be done in Census Tract 55.15 is about 0.55 miles, out of total 3.2 mile project, or 17%. The rest is in Census Tract 64.05. The roundabouts will be in Tract 64.05. The bridge expansion occurs across the dividing line of the tracts, so the cost is split in half between both tracts.

There is a contingency amount of 15% for any unforeseen costs or rise in costs, as well as a projection of escalation in costs over 5 years. This estimate was updated in February 2024.

The level of design is 90%. The project has been in various planning stages since 2011 with updates to the project with additional elements and project limits. We will update the plans when additional funding is secured. The roundabouts are designed to be constructed with or without the road widening portion and can be adjusted to accommodate four lanes at a later time.

Table 1:

	Component 1: Road Widening	Component 2: Roundabouts	Component 3: Bridge Expansion	
Funding Source	Funding Amount	Funding Amount	Funding Amount	Total Funding
RSTG Funds:	\$71,000,000	\$0	\$0	\$71,000,000
Other Federal Funds: STBG, HSIP	\$0	\$0	\$0	\$0
Non-Federal Funds:	\$5,000,000	\$0	\$5,000,000	\$5,000,000
Total Project Cost:	\$76,000,000	\$76,000,000	\$76,000,000	\$76,000,000

Table 2a:

2020 Census Tracts	Project Cost per Census Tract
55.15	\$11,000,000
64.05	\$65,000,000
	Total Project Cost: \$76,000,000

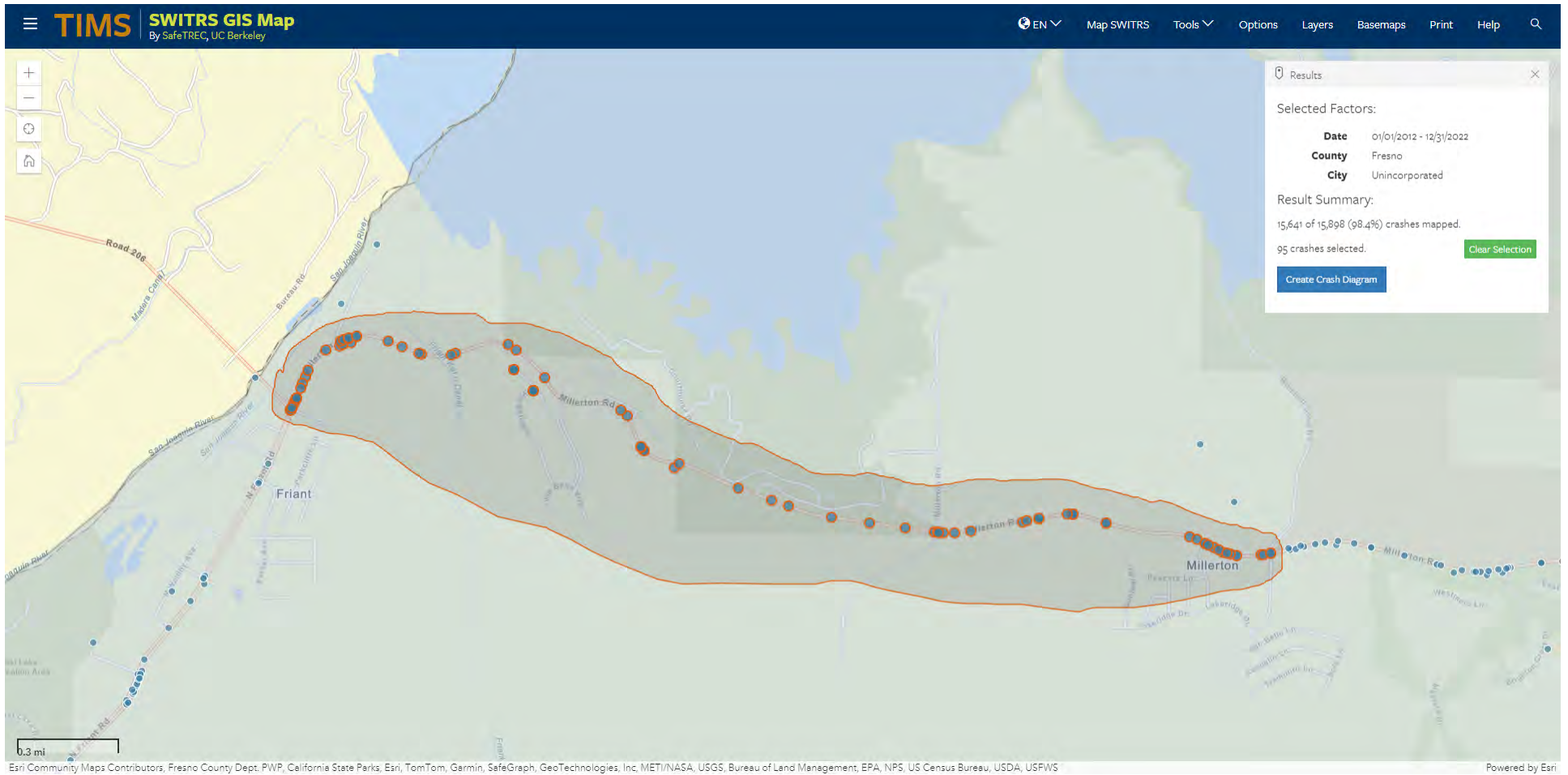
Table 2b:

2010 Census Tracts	Project Cost per Census Tract
55.15	\$11,000,000
64.05	\$65,000,000
	Total Project Cost: \$76,000,000

Table 2c:

Urban/Rural	Project Costs
Urban	\$0
Rural	\$76,000,000
	Total Project Cost: \$76,000,000

Transportation Injury Mapping System (TIMS)
Millerton Road, from North Fork Road to Marina Drive
Total of 95 crashes reported
(01/01/2012-12/31/2022)



<https://tims.berkeley.edu/tools/gismap/>

Accessed on 01/29/2024



2024-25 Fresno COG One Voice Advocacy Trip

Regional Priorities Submittal Form

Submittal Deadline: Jan. 6, 2025

Keep your regional priority content to less than three pages long. Do not change the font (*Arial*). Contact Brenda Thomas at bthomas@fresnocog with questions.

One Voice Proposed Priority title:

Funding for Electrification of Refuse and Recycling Collection Trucks

Sponsoring agency/business:

Mid-Valley Disposal

1. Request summary – provide specific priority “ask(s)”:

California Air Resources Board (CARB) has adopted regulations that require electrification of commercial fleets beginning in 2025. Implementation of fleet electrification faces numerous challenges, including capacity for service, charging infrastructure, supply chain and availability of vehicles/parts, to name a few. In order to implement California’s standards, which are intended to be a model for the EPA, significant investment will be needed. This need is compounded by the fact that electric refuse trucks are currently in the developmental stage, adding to the total cost of ownership while the technology is improved. Without funding assistance, the cost of implementing EV’s and developing charging infrastructure will have to be recouped through service rates, which are already impacted by stringent recycling and organics diversion requirements.

Federal funding assistance in the form of grants for vehicle purchase and charging infrastructure are vital to the implementation of these EV standards while proving an essential public service.

Without this crucial funding, the rate impact to residents and businesses in the Central Valley is not sustainable, thus negatively impacting the local economy.

If funding is not available, we then ask for more time to allow: 1) The EV technology to improve. 2) Infrastructure to be developed. 3) Existing assets stay in service for useful life.

- 2. About the Priority:** (Provide specific information about your proposed priority. Include information you want included in the trip materials.)

MVD is piloting an electric powered waste collection vehicle on route to provide *apples to apples* comparison of the capabilities of EV vs. CNG. This study will provide the basis for estimating the increase in costs for implementing the Advanced Clean Truck regulations, which will in turn affect customer rates. The report is expected to be available at the end of February.

- 3. Priority background** – (Include the priority issues, history and an explanation of the regional significance if not provided in question 1)

The solid waste and recycling industry in California faces some of the strictest regulations in the country. Legislation requiring the diversion of material away from landfills through collection and processing programs has expanded over the past 40 years.

SB1383 is the most recently implemented change and has expanded the use of green containers for organics use requiring more collection vehicles to support the increase of multiple cart programs (grey, blue, green). These mandates were unfunded, and customer rates in the Valley and across the State have increased between 25%-50% in the past 2 years alone.

The increase in rates for implementing diversion programs is based on current fleet assumptions, which rely on the use of diesel and natural gas vehicles. Clean diesel and natural gas collection vehicles have been in use for over 25 years. The gas technology and infrastructure are well developed and proven to be cost effective.

Bottom line: Implementing new collection programs is costly even when utilizing proven cost-effective gas collection vehicles. Requiring EV's will double the impact to customer rates.

- 4. If your priority is not transportation related, are there any transportation policy connections?**

This priority is directly related to transportation of solid waste and recycling.

- 5. Provide high-resolution photos, graphics or other explanatory attachments for the One Voice trip materials. Do not copy and paste them here, attach them as**

separate electronic files. Then, describe the attachments and include them with your submittal.

- 6. Contact** – Include the contact information for the priority submittal **and** the contact information of the person that will be attending the One Voice trip to speak on behalf of the priority:

Project Contact:

Name, Title

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One Voice Proposed Priority title:

Parlier to Reedley Education Trail

Sponsoring agency/business:

City of Parlier

1. Request summary – provide specific priority “ask(s)”:

The City of Parlier is requesting \$11,800,000 to fund the Parlier to Reedley Education Trail project. This funding will be utilized for the right-of-way acquisition, environmental clearance, engineering design, and the physical construction of the improvements.

2. About the Priority: (Provide specific information about your proposed priority. Include information you want included in the trip materials.)

The Parlier to Reedley Education Trail will connect the cities of Parlier and Reedley, addressing deficiencies in the region’s active transportation network to better serve our residents to access higher education and other important destinations in the region. Manning Avenue is a principal arterial roadway connecting several communities within Fresno County. The project proposes to construct a protected and separated multi-purpose trail alongside Manning Avenue to connect Parlier and Reedley.

Parlier residents lack equitable access to higher education opportunities. Individuals and families that share one vehicle for the entire household, or who may not have a vehicle at all, are at an educational and economic disadvantage because there are very limited options to access the educational, economic, and recreational opportunities that are outside of walking distance. Parlier and Reedley are neighboring cities that are physically separated by the Kings River, with the Manning Avenue arterial corridor being the only means by which Parlier residents can directly access Reedley, and vice versa.

Although Parlier and Reedley are serviced by the Fresno County Rural Transit Agency, there is only a single inter-city transit bus that connects the two cities. With only one transit bus serving these two rural cities, there are only three bus pick-up times for Parlier residents to travel from Parlier to Reedley, and back. This Project will expand the mobility options available to our residents. With a safe, protected, shaded, and lighted multi-purpose pathway, residents from both cities will be able to walk, ride, scooter, or rollerblade themselves to access the services they need without being forced to plan their travel needs around the fixed bus transit bus schedule. Although the transit bus provides a vital service and is indeed used by residents from both cities, it unfortunately does not work for everyone’s needs and schedules.

With this Project, the City of Parlier and the City of Reedley will address deficiencies in our city’s active transportation network to better serve our residents’ limited mobility options to access the Reedley Community College, business centers, recreational, and other important destinations offered by each city. The proposed trail alongside the Manning Avenue corridor will provide our residents with a convenient, functional, equitable, and safe multi-purpose pathway to access schools, churches, shopping centers, government services, and parks. Providing safe, accessible, and enjoyable routes for walking and biking, will give our residents the freedom to choose active and non motorized modes of transportation without fearing for their safety. Reducing fossil-fueled vehicle miles driven will improve the air quality for our disadvantaged community that is heavily burdened by greenhouse gas emissions and particulate matter pollution.

3. Priority background – (Include the priority issues, history and an explanation of the regional significance if not provided in question 1)

The community and residents of Parlier are requesting more opportunities and access to outdoor recreation, higher education and key destinations. Manning Avenue lacks a designated or protected path for pedestrians and bicyclists, creating unsafe conditions for both pedestrians and vehicles. The project proposes to construct a regional trail along Manning Avenue to directly connect the communities of Parlier and Reedley.

The proposed regional trail is approximately 3 miles in length, connecting Parlier residents to the neighboring community of Reedley, which offers additional resources and services that Parlier does not have, such as a hospital, banks, department of motor vehicles, additional employment opportunities, and the regional community college - Reedley College. The trail will give an opportunity for those without access to a vehicle to access these resources. Most importantly, the trail will increase equity for those without a vehicle to attend Reedley College, providing access to higher education.

This trail project will not only benefit the community of Parlier but will also provide economic benefits to Reedley with more students attending the college and visiting the city. The trail will also benefit Reedley residents with access to additional employment opportunities in Parlier with major employers such as Maxco and Sunwest. Furthermore, the trail will also provide additional recreational opportunities for Reedley residents, providing a safe trail to walk, bike, skate and rollerblade.

Since the communities are close in proximity, the trail will encourage the communities to walk or bike instead of drive. This will help reduce greenhouse gas emissions and contribute to increased air quality not only for Parlier and Reedley but for the region. Overall, the trail will provide several benefits that will positively impact both the local communities and the broader region.

4. If your priority is not transportation related, are there any transportation policy connections?

The project is related to transportation, as it provides access to active modes of transportation and reduces greenhouse gas emissions.

5. Provide high-resolution photos, graphics or other explanatory attachments for the One Voice trip materials. Do not copy and paste them here, attach them as separate electronic files. Then, describe the attachments and include them with your submittal.

Project Location Map – Depicts the location of the proposed trail and connectivity to key destinations in Parlier and Reedley.

6. Contact – Include the contact information for the priority submittal **and** the contact information of the person that will be attending the One Voice trip to speak on behalf of the priority:

Project Contact:

Javier Andrade, City Engineer
City of Parlier
jandrade@parlier.ca.us
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1100 E. Parlier Avenue
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One Voice Participant:

Alma Beltran, Mayor
City of Parlier
ABeltran@parlier.ca.us
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1100 E. Parlier Avenue
Parlier, CA 93648



2024-25 Fresno COG One Voice Advocacy Trip

Regional Priorities Submittal Form

Submittal Deadline: Jan. 6, 2025

Keep your regional priority content to less than three pages long. Do not change the font (*Arial*). Contact Brenda Thomas at bthomas@fresnocog with questions.

One Voice Proposed Priority Title:

Greater Sierra Forestry Corps – Wright Creek Plantation Forest Skills Training Site

Sponsoring Agency:

The Fresno Regional Workforce Development Board,
acting as fiscal and administrative agent for the Greater Sierra Forestry Corps.

1. Request Summary – provide specific priority “ask(s)”:

Seek designation from the United States Forest Service of a portion of the Wright’s Creek Plantation Area in Tuolumne County, California, as a career forest skills training site. This initiative aims to establish a centralized hub for forestry training by integrating community colleges, the public workforce development system, and private industry to consolidate and enhance disparate training efforts.

2. About the Priority: (Provide specific information about your proposed priority. Include information you want included in the trip materials.)

Designating a forestry training site in Tuolumne County’s Wright’s Creek Plantation Area is an important step for Fresno County residents seeking careers in the forestry industry. This site would create a centralized hub for high-quality training in forest fuels management, heavy equipment operation, and other critical forestry skills. By integrating the efforts of community

colleges, workforce development systems, and private industry, the training site would ensure that participants receive practical, hands-on education directly linked to the remediation of unmanaged forestry lands. Projects like Social and Ecological Resilience Across the Landscape (SERAL) would provide a framework for connecting training with ongoing forest restoration efforts. For Fresno County residents, this initiative offers a pathway to stable, in-demand careers while empowering them to contribute to essential environmental and wildfire prevention efforts.

The proximity of this training site to Tuolumne County's robust private logging industry further enhances its potential impact. Unlike Fresno County currently, Tuolumne County has an extant and well-established network of private logging operations that require a steady stream of skilled workers. Designating this area as a forestry training hub would foster closer collaboration between training providers and the private sector, ensuring that the skills taught align with industry needs. This increased involvement of the private logging industry not only diversifies the opportunities available to trainees but also strengthens the overall workforce ecosystem in the region. By creating partnerships with private timber and logging firms, trainees would have more employment pathways, including opportunities in equipment operation, forest fuels management, and timber processing.

The designation would also increase the employment prospects for Greater Sierra Forestry Corps trainees, not only with public entities like CalFire and the U.S. Forest Service but also with private logging concerns. Historically, many forestry training programs have primarily funneled workers into public-sector roles, but this initiative would address the growing demand for skilled labor in the private sector. Trainees from Fresno County, equipped with foundational forestry skills, could secure higher employment rates in private logging companies, which often offer competitive wages and opportunities for career advancement. This diversification of employment outcomes is particularly significant for addressing the labor shortage in forest restoration and management, making the program a vital resource for both public and private employers.

3. Priority background – (Include the priority issues, history and an explanation of the regional significance if not provided in question 1)

This initiative has broad implications for addressing the ecological and public health challenges posed by unmanaged forestry lands. Wildfires, exacerbated by dense and overgrown forests, directly threaten Fresno County residents by deteriorating air quality and contributing to severe health issues like asthma and cardiovascular diseases. Smoke from wildfires also disrupts daily life, impacts agricultural productivity, and strains water resources essential to the valley's economy. By training a skilled workforce in Tuolumne County, this initiative would support responsible forest management practices, reducing wildfire intensity and frequency. Fresno County residents trained at this site would play an active role in safeguarding their communities' health and economic well-being, creating a ripple effect of positive outcomes across the region.

Ultimately, the establishment of a forestry training site in Tuolumne County represents a strategic investment in workforce development, environmental resilience, and regional collaboration. It provides a long-term solution to workforce shortages in forestry while addressing critical ecological challenges. For Fresno County residents, this opportunity not only opens doors to fulfilling, stable careers but also empowers them to actively protect and restore the landscapes that are vital to their community's quality of life. By bridging the gap between academic programs, workforce systems, and both public and private forestry employers, the site would ensure a well-trained, versatile workforce capable of addressing the region's unique forestry challenges.

4. If your priority is not transportation related, are there any transportation policy connections?

The designation of the Wright's Creek Plantation Area in Tuolumne County as a forestry training site is supported by its advantageous transportation connections. The site benefits from an existing network of paved roads that provide reliable access for trainees, instructors, and industry partners. This infrastructure is critical for ensuring the seamless movement of heavy equipment required for hands-on training and for connecting trainees to active forest management projects in the surrounding areas. Additionally, the site's location within a region of concentrated forestry operations facilitates transportation links to nearby private logging firms, state and federal forest management agencies, and related industries.

For residents of Fresno County, these transportation connections mean that while the training site is not directly on the valley floor, its accessibility via major highways and regional routes provides a practical option for participation. Trainees traveling from Fresno could benefit from carpooling initiatives or shuttle services coordinated by training providers or workforce development programs to reduce transportation barriers. This connectivity also enhances the site's appeal to industry stakeholders, ensuring that equipment and personnel can be efficiently mobilized to and from the training site. By leveraging these existing transportation assets, the site ensures that logistical challenges are minimized, further solidifying its role as a regional hub for forestry education and workforce development.

5. Provide high-resolution photos, graphics or other explanatory attachments for the One Voice trip materials. Do not copy and paste them here, attach them as separate electronic files. Then, describe the attachments and include them with your submittal.

(Not Applicable)

6. Contact – Include the contact information for the priority submittal **and** the contact information of the person that will be attending the One Voice trip to speak on behalf of the priority:

Project Contact:

Name, Title: Blake Konczal, Executive Director
Organization: Fresno Regional Workforce Development Board
Email Address: bkonczal@workfore-connection.com
Phone Numbers - Cell: 559.960.1282/Office: 559.490.7102
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Fresno, CA 93721-2648

One Voice Participant: (Same as above, plus)

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555 West Shaw Avenue, Suite A5
Fresno, CA 93704-2503



2024-25 Fresno COG One Voice Advocacy Trip

Regional Priorities Submittal Form

Submittal Deadline: Jan. 6, 2025

Keep your regional priority content to less than three pages long. Do not change the font (*Arial*). Contact Brenda Thomas at bthomas@fresnocog with questions.

One Voice Proposed Priority title:

Prioritize Funding of the Construction of Affordable Housing.

Sponsoring agency/business:

City of Coalinga

- 1. Request summary – provide specific priority “ask(s)”:**

There remains a critical lack of federal funding specifically directed toward the construction of new affordable housing units. This priority seeks to address this shortfall by requesting increased federal funding to prioritize the construction of affordable housing.

- 2. About the Priority:** (Provide specific information about your proposed priority. Include information you want included in the trip materials.)

The City (assuming the region as well) is looking for the following:

1. Funding Allocation:

- **Request:** Increase in funding dedicated exclusively to the construction of affordable housing. This can be accomplished by disbursing funds through existing programs such as LIHTC, the National Housing Trust Fund, and the HOME Investment Partnerships Program, with earmarked funds for construction projects.
- **Local Control:** Funnel more funding directly to the local agencies as they know their needs more than anyone else.
- **Prioritize giving projects** located in areas with high housing demand and low availability.

3. Priority background – (Include the priority issues, history and an explanation of the regional significance if not provided in question 1)

The shortage of affordable housing has reached crisis levels in many regions across the United States. Existing federal programs, such as the Low-Income Housing Tax Credit (LIHTC) and the HOME Investment Partnerships Program, have been instrumental in addressing this need but are constrained by insufficient resources to meet the growing demand for new housing construction.

The lack of affordable housing construction exacerbates homelessness, economic inequality, and housing insecurity, placing undue burdens on families and communities.

4. If your priority is not transportation related, are there any transportation policy connections?

Integration of affordable housing projects with existing and planned public transportation systems have shown to reduce commute times and promotes equitable access to jobs, schools, and essential services. Aligning affordable housing development with transportation policy will create more equitable, accessible, and sustainable communities.

5. Provide high-resolution photos, graphics or other explanatory attachments for the One Voice trip materials. Do not copy and paste them here, attach them as separate electronic files. Then, describe the attachments and include them with your submittal.

6. **Contact** – Include the contact information for the priority submittal **and** the contact information of the person that will be attending the One Voice trip to speak on behalf of the priority:

Project Contact:

Name, Title: Sean Brewer, Interim City Manager

Organization: City of Coalinga

Email Address: sbrewer@coalinga.com

Phone Numbers, Cell/Office 559-935-1533 143

Address: 155 W. Durian

City, CA Zip Code: Coalinga, CA 93210

One Voice Participant:

Name, Title

Organization

Email Address

Phone Numbers, Cell/Office

Address

City, CA Zip Code



2024-25 Fresno COG One Voice Advocacy Trip

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Keep your regional priority content to less than three pages long. Do not change the font (*Arial*). Contact Brenda Thomas at bthomas@fresnocog with questions.

One Voice Proposed Priority title:

Coalinga Municipal Airport Capital Improvements

Sponsoring agency/business:

City of Coalinga

1. Request summary – provide specific priority “ask(s)”:

Federal funding assistance to support essential maintenance and capital improvement projects at Coalinga Municipal Airport. These improvements are critical to ensuring the continued safe operation of the airport, enhancing its utility for local and regional users, and fostering economic growth in the surrounding community.

2. About the Priority: (Provide specific information about your proposed priority. Include information you want included in the trip materials.)

The Coalinga Municipal Airport serves as a vital infrastructure asset for our region, providing essential connectivity for general aviation, emergency services, and agricultural operations. To maintain its functionality and safety standards, the following improvements are urgently needed:

Runway Reconstruction: The current runway infrastructure has deteriorated significantly over time and requires comprehensive reconstruction to meet FAA safety standards and support the volume and types of aircraft utilizing the airport.

Weather System Improvements (AWOS): Installation of a new Automated Weather Observing System (AWOS) that will provide accurate, real-time weather information to pilots, enhancing flight safety and operational reliability.

Lighting Improvements to LED: Upgrading the airport's existing lighting systems to energy-efficient LED technology will improve visibility during low-light conditions, reduce energy costs, and align with sustainability goals.

New Hangar Construction: The construction of new hangars will address the increasing demand for aircraft storage, support operational growth, and generate additional revenue for the airport.

New Fueling Systems: The installation of modern fueling systems is necessary to replace outdated equipment and ensure reliable fuel availability for all types of aircraft. This upgrade will enhance operational efficiency, improve safety, and support increased aviation activity at the airport.

3. **Priority background** – (Include the priority issues, history and an explanation of the regional significance if not provided in question 1)

Priorities:

1. Runway Reconstruction
2. New Fueling System
3. New Hangers Construction
4. AWOS
5. Lighting Improvements

4. If your priority is not transportation related, are there any transportation policy connections?

5. Provide high-resolution photos, graphics or other explanatory attachments for the One Voice trip materials. Do not copy and paste them here, attach them as separate electronic files. Then, describe the attachments and include them with your submittal.

6. **Contact** – Include the contact information for the priority submittal **and** the contact information of the person that will be attending the One Voice trip to speak on behalf of the priority:

Project Contact:

Name, Title: Sean Brewer, Interim City Manager

Organization: City of Coalinga

Email Address: sbrewer@coalinga.com

Phone Numbers, Cell/Office: 559-935-1533 143

Address: 155 W. Durian

City, CA Zip Code: Coalinga, CA 93210

One Voice Participant:

Name, Title

Organization

Email Address

Phone Numbers, Cell/Office

Address

City, CA Zip Code



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One Voice Proposed Priority title:

Support the Ease of Access to Federal Transportation Funding

Sponsoring agency/business:

City of Coalinga

1. Request summary – provide specific priority “ask(s)”:

Local jurisdictions across the nation face significant challenges in accessing federal transportation funds. While funding opportunities through Councils of Governments (COGs) and other regional authorities exist, the process remains complex and often inaccessible to smaller cities and rural areas as it relates to the billions of dollars available from the Federal Government. Consequently, many local jurisdictions lack the resources to address deteriorating road conditions adequately. Without additional support, road infrastructure will continue to decline, impacting economic growth, public safety, and quality of life.

2. **About the Priority:** (Provide specific information about your proposed priority. Include information you want included in the trip materials.)

We are looking to have our representative address these challenges and we request some of the following actions to help with this disparity of access:

1. **Legislation:** Pass legislation to streamline federal transportation grant programs, ensuring equitable access for all jurisdictions, regardless of size or capacity.
2. **Funding Allocations:** Increase federal appropriations for road maintenance and repair, with a dedicated portion for direct distribution to local jurisdictions.
3. **Technical Support Programs:** Fund and establish regional technical assistance hubs to assist local governments in navigating federal funding opportunities.
4. **Pilot Programs:** Launch pilot programs in select states to test simplified application processes and direct funding mechanisms.
5. **Monitoring and Accountability:** Develop metrics to monitor the effectiveness of the initiative and ensure funds are used efficiently and equitably

3. **Priority background** – (Include the priority issues, history and an explanation of the regional significance if not provided in question 1)

Access to federal transportation dollars is hampered by the following challenges:

1. **Complex Application Processes:** The process for applying for federal transportation funds is cumbersome, requiring expertise that many smaller jurisdictions lack.
2. **Resource Disparities:** Smaller cities and rural areas often lack dedicated staff to navigate federal grant requirements, leaving them at a disadvantage compared to larger jurisdictions.
3. **Over-reliance on Regional Authorities:** While COGs play a crucial role, relying solely on these bodies to allocate federal funds limits flexibility and often prioritizes regional projects over local needs.
4. **Insufficient Guidance:** Many jurisdictions lack clear guidance and technical assistance on identifying and applying for appropriate funding programs.

4. **If your priority is not transportation related, are there any transportation policy connections?**

5. **Provide high-resolution photos, graphics or other explanatory attachments for the One Voice trip materials. Do not copy and paste them here, attach them as separate electronic files. Then, describe the attachments and include them with your submittal.**

6. **Contact** – Include the contact information for the priority submittal **and** the contact information of the person that will be attending the One Voice trip to speak on behalf of the priority:

Project Contact:

Name, Title: Sean Brewer, Interim City Manager

Organization: Coty of Coalinga

Email Address: sbrewer@coalinga.com

Phone Numbers, Cell/Office: 559-935-1533 x143

Address: 155 W. Durian

City, CA Zip Code: Coalinga, CA 93210

One Voice Participant:

Name, Title

Organization

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City, CA Zip Code