

2007

Regional Transportation Plan

Administrative Modification #1

The Long-Range Transportation Vision
for the Fresno County Region
for the Years 2007 to 2030



INTRODUCTION

The Council of Fresno County Governments (Fresno COG) is the Regional Transportation Planning Agency (RTPA) for the Fresno County region, a designation given by the State of California. Under federal legislation, it is also designated as the Metropolitan Planning Organization (MPO). Working with technical advisory committees, interested citizens, and other government agencies, a coordinated effort has been made to develop a multimodal regional transportation system plan for Fresno County.

The 2007 Regional Transportation Plan (RTP), adopted in May 2007, is a comprehensive assessment of all forms of transportation available in Fresno County and of needs for travel and goods movement projected into the future until the year 2030. Development of the RTP is a process of intergovernmental cooperation, coordination and long-range planning which has involved the fifteen cities, Fresno County, staff from related local public agencies, the Air District, Caltrans, and the public. This process has been accomplished within the framework of the Fresno COG, which is the Regional Transportation Planning Agency (RTPA) for the Fresno County area. Updated editions are required every four years and are refinements of the original and subsequent plans. It is required under state and federal planning regulations; projects cannot be programmed for state or federal funding, nor implemented, unless identified in the RTP.

Federal and State legislation mandate that long range transportation planning be done every four years for a period of at least 20 years into the future. The 2007 version of the Regional Transportation Plan is a reflection of the federal directives embodied in Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Clean Air Act Amendments of 1991. These acts require that Regional Transportation Plans include only those projects which can actually be delivered with funds expected to be available, and that those projects will help attain and maintain air quality standards.

This plan specifies those projects and programs that can be funded throughout the life of the plan, and evaluates them through a process of computer modeling, to determine their impacts upon air quality. This is called demonstrating “conformity” with adopted air quality targets. Projects will only be evaluated for conformity if they have a strong likelihood of being funded. The financial element of the plan will advocate for a stable and equitable approach to statewide funding, so that the entire Valley can respond appropriately to the needs of a growing population, environmental quality, and the continuing needs of both maintenance and innovation in transportation systems.

2007 RTP Administrative Modification #1

Policy Element

The Policy Element of the RTP addresses legislative, planning, financial and institutional issues and requirements, as well as any areas of regional consensus. The Policy Element provides guidance to decision-makers regarding the implications, impacts, opportunities and options that will result from RTP implementation. The proposed Administrative Modification #1 continues to support the goals, policies, and actions of the 2007 RTP.

Needs Assessment & Action Element

The Needs Assessment & Action Element establishes a plan of action for the region to meet identified transportation needs and issues consistent with the goals and policies of the RTP. Administrative Modification #1 updates the Urban Mass Transportation section to address the potential for Bus Rapid Transit within the City of Fresno.

Financial Element

The proposed modification incorporates changes in the FTIP project listing Exhibit 5-5. This exhibit was updated to reflect new identification numbers, project costs, descriptions, and information contained in the 2009 Interim FTIP.

Additionally, this modification incorporates changes in the financially unconstrained project list to reflect priorities of local jurisdictions and regional agencies. Attached are several projects added to the Unconstrained Project List, which incorporates the region's unbudgeted "vision". These projects represent alternatives that could be moved to the constrained program if proper funding can be identified. Status as an unconstrained project does not imply that the project is not needed; rather, it simply cannot be accomplished given the fiscal constraints facing the Fresno region. Unconstrained projects are not included in the air quality conformity analysis.

Chapter 4

Needs Assessment and Action Element

4.4 Urban Mass Transportation

4.4.1 Overview

The purpose of the Regional Transportation Plan's Mass Transportation section is to review the existing and planned transit services and determines those improvements that will provide the greatest benefit while maintaining a high level of system efficiency. The following section has been updated to incorporate Bus Rapid Transit into the discussion

4.4.5 Proposed Actions

Short-Range Transit Plan

Fresno Area Express

The most recent Short-Range Transit Plan (SRTP) for the Fresno-Clovis Metropolitan Area was adopted on June 30, 2005. The Plan represents a short-range evaluation of transit needs and proposes specific recommendations for implementing the long-range objectives of the RTP. The Plan guides the provision of transit services in the FCMA over a five-year period, and sets forth an action plan commensurate with reasonable needs and available funding. The SRTP and this RTP are being amended to reflect the findings and recommendations of the Long-Range Transit Master Plan that was completed February 2002.

In order to achieve the goal of maintaining financial stability, FAX must continuously seek improvements in service productivity and cost effectiveness. Since the majority of FAX's budget is spent to provide service on the street, it is critical that service be regularly monitored to ensure these resources are being utilized to the fullest extent possible. FAX has addressed system productivity by instituting an ongoing program of service evaluation to identify inefficient use of resources and respond with corrective measures.

The primary assessment of transit service is accomplished by measuring individual route performance using FAX's route evaluation process. When appropriate, corrective action is taken to modify route alignments, change the service schedule to ensure that resources are used in the most productive manner. There are many methods for evaluating the efficiency and effectiveness of public transportation service. Because each method has unique strengths and weaknesses, FAX employs several service evaluation methods. Among the methods used are: peer review analysis, system minimum/maximum standards assessment, and passenger surveys.

Peer Review Analysis uses standard service measurement criteria to compare one agency's system performance against another. This kind of analysis is most valuable when standard, well controlled data sets are available, and when the systems being evaluated have similar operating environments.

The System Minimum/Maximum Standards Assessment uses standards that are established both through legislation and local effort. From a legislative perspective, Federal and State regulations require public transit operators to provide and maintain service in some very specific ways. The Federal Transit Administration has regulations governing the provision of "Charter Service." Also, Title VI of the Civil Rights Act of 1964 states the following:

"No person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discriminations under any program or activity receiving Federal financial assistance."

As part of the Title VI regulations, FAX must provide a Title VI Evaluation Report every three years. There are two sections to this report. The first section, *General Reporting Requirements*, contains information concerning active lawsuits and complaints, a description of any pending applications for Federal financial assistance, a summary of civil rights compliance review activities, FTA civil rights assurances, and fixed-facility impact analysis. The second section, *Program Specific Requirements*, contains information regarding the Title VI internal review process for service delivery, the internal monitoring process, the service standard policies, and a description of service changes specific to the Fresno Area Express fixed-route transit system and its impacts on the minority population. The Title VI assessment is designed to ensure that FAX provides its services equally among various population groups. Specifically, census tracts designated as "Minority Census Tracts" must be evaluated and compared to Non-Minority Census Tracts to determine whether any discriminatory practices are evident.

The State Transportation Development Act (TDA) regulations require FAX to maintain a minimum 20 percent farebox recovery ratio. The TDA also places restrictions on the use of State Transit Assistance (STA) Funds. Regulations require transit agencies to keep cost increases under the State Cost of Living Index (CPI). If cost increases exceed the State CPI, transit agencies are not allowed to use STA Funds for operating expenses. Finally, local and regional concerns are used to develop minimum productivity standards. For FAX, these standards are developed through a coordinated, comprehensive, continuous process carried out by the Council of Fresno County Governments (COFCG). The COFCG's Regional Transportation Plan (RTP) and Short-Range Transit Plan for the Fresno-Clovis Urbanized Area (SRTP), set guidelines for service evaluation. Additionally, each year the COFCG prepares the Annual Transit Productivity Analysis. This document assesses all public transit operators in Fresno County, and reviews the most recent Triennial Audit recommendations.

In 1981, a Transit Corridor Analysis was completed which evaluated the efficiency and effectiveness of service on a route-by-route basis. At that time, service measures were developed to assist in evaluating individual route performance in relation to the system-wide performance. Those minimum performance measures continue to be the basis of local service evaluation. At a minimum, an individual route should exceed 60 percent of the system-wide average for a number of key passenger productivity indicators. The 60 percent figure is an overall industry standard that assumes a transit system may tolerate some low performing routes if they provide an important component of the system, and especially if the component helps meet the needs of the transit dependant riders. Cost performance measures should not exceed 140 percent of the total system average, with 140 percent representing the system maximum.

Passenger surveys allow public transit operators to include human aspects of service in the evaluation mix. Measurements of satisfaction, friendliness, and of opinions about services provided are most appropriately collected through customer surveys. Additionally, customer surveys provide an effective way to measure customer expectations and needs, and provide valuable information for quality decision making.

FAX utilizes a variety of survey methods including inexpensive self-administered surveys that are provided in every schedule guide, and more detailed and expensive on-board interviews. These surveys are used to collect information that is required by Federal and State agencies including passenger demographics, origin/destination information, and travel habits. This data also provides FAX with insights into the concerns of our passengers. For example, it was one of these passenger surveys that allowed FAX to prioritize service improvement options and select night service in 1999.

Clovis Transit

Clovis Transit has also been affected by limited funding, which necessitated changes with an added emphasis on efficiency. Route changes will be implemented based upon demand, reducing transfers and

elimination of unproductive routes or portions of routes. Increased emphasis will continue to be placed on peak-hour service.

Clovis Transit will continue to monitor existing services for productivity and internal efficiencies. Efforts to coordinate services among transit systems for maximum delivery of service throughout the region will also continue. Ongoing coordination and consolidation of all Clovis transportation service for social service agencies will continue to be the focus of Clovis' specialized services.

Long-Range Improvement Plan

Fresno, like other Central California cities, is expected to continue experiencing a high rate of growth and development over the next twenty years. This growth will bring both opportunities (new jobs, new housing and increased prosperity) and problems (increased traffic congestion, air pollution and general over-crowding).

The Fresno urban area is no stranger to some of these problems. Fresno has experienced explosive growth, especially in the northern neighborhoods abutting Herndon Avenue. On one hand, this growth has been good because it has increased the stock of affordable housing and created thousands of jobs in construction and related industries. On the other hand, the increase in automobile traffic associated with this growth is having an effect on both traffic congestion (collector streets and arterials) and air pollution.

Will things get worse? The population of the FCMA, according to the State Department of Finance, is expected to surpass 1 million within the next twenty years. According to the COG Travel Model, traffic congestion throughout the FCMA will reach a 'significant' level by 2010 and 'serious' level 2020.

Increased congestion impacts not just cars but buses as well. How? An increase in congestion increases the time it takes for a bus to make a round-trip, which, in turn, increases the number of buses, needed just to maintain the current level of service. In other words, it ends up costing more to keep doing the same thing. Even a small decrease in the average speed along a corridor can translate into the need to one or two extra buses on a route. This in turn can increase annual operating costs by several hundred thousand dollars. In the near future as much as 25% of a bus' total round-trip time could be spent waiting at red lights or creeping along in stop and go traffic.

Public transit operators and policy makers must give serious consideration to how competitive transit can or should be with private automobiles. If FAX, or any other transit operator, is expected to play an earnest role in economic development, environmental justice or improving air quality, then it will be necessary to offer a system which is competitive with the private automobile. If so, that system will look vastly different from the system on the street today. The question then becomes, is the community ready to commit the resources needed for transit to be a viable alternative to the ubiquitous automobile?

The Fresno Area Express (FAX) Long-Range Transit Master Plan (FAX LRTP) provides a vision of what public transit might/should look like in twenty years based on adopted regional and local goals and objectives. The Plan presents an evaluation of current and future transit needs and issues, plus recommendations for creating a system to address those needs in an effective and efficient manner. The Plan has two primary components: A long term (2020) vision for public transit, and a five-year short-term plan that supports the longer term vision.

The current FAX system, as with many other areas around the county including those within Fresno County, is one that primarily addresses social service transportation needs. The typical FAX passenger tends to come from a transit dependent household and has few, if any options other than riding the bus. If public transit is going to play a role in addressing mobility and air pollution challenges, the system will need to be structured, or restructured, in a manner that can attract choice riders. It must become competitive with the automobile.

With limited resources, shifting the service objectives of the FAX system could result in the need to make some difficult trade-offs. A system that is designed to be competitive with the automobile is not always

appropriate for serving social service needs. This could become an issue for current riders and social service agencies. The question is, how limited resources will be distributed between competing needs. The FAX LRTP identifies two short-term scenarios as well as long-term strategies that build upon these scenarios.

(1) *Short-term scenario A* focuses all resources toward maximizing system-wide ridership. This scenario reduces service in areas that currently generate low ridership, while increasing the frequency of service to every 15 minutes all day in areas of high ridership. The service assumes a 25 percent increase in resources and suggests that ridership growth in the range of 35-50% is conceivable.

(2) *Short-term scenario B* retains coverage to all areas now served, and even expands the coverage area to include most developed parts of the city. Relatively few improvements are made to increase productivity, although some frequencies are improved. This scenario is likely to increase the growth rate in ridership slightly, but at a rate below that of Scenario A. To date, this has been the scenario of choice for FAX and other Fresno County service providers.

For long-term growth, the service plan recommends the implementation of either of the short-term scenarios, and then to grow service only as funding resources permit. The approach presumes that the 30% growth in travel projected for the region will occur overwhelmingly in the form of single-occupant auto trips. The long-term recommendations urge Fresno to aggressively seek funding for a major expansion and "reinvention" of the rubber-tired transit system, as well as for major high capacity transit projects.

The 2002 FAX LRTP identified four corridors that could potentially support high capacity transit to be considered in a future Federal Major Investment Study. The corridors include Ventura/Kings Canyon, Shaw Avenue, Cedar Avenue and Blackstone Avenue. Data collected during the preparation of the FAX LRTP including residential and employment densities, current and planned land uses, and current FAX ridership travel demand analysis showed these corridors to be the most viable within the FCMA. As recommended in the Plan, the City of Fresno completed an *Alternative Mass Transportation Pre-Major Investment Study* (PreMIS). This study was completed in two phases. Phase I of the study, "Developing a Vision for High Capacity Transit", conducted the outreach necessary to inform the public and key stakeholders about the realistic potential for high capacity transit service within the study areas. This phase also developed a set of policy and strategy recommendations that will enhance transit supportive development. Phase II of the study focused on the choice corridor for more detailed cost, ridership and mode-split projections.

FAX undertook an update of the Long-Range Transit Master Plan (LRP) update in January 2007. Much of the work was the development of a Bus Rapid Transit (BRT) Plan for the FCMA. The work has included public outreach, corridor selection as well as ridership and cost modeling. The final plan includes an evaluation of the steps necessary to seek federal Small Starts funding. In addition to the service planning, the LRP includes a task to evaluate 'Urban Growth Management Transit District' or similar development fees to support transit infrastructure.

The preferred corridor for the FAX's first BRT line will operate on Ventura/Kings Canyon Boulevard between Fowler Avenue on the east and the CBD following the current FAX Route 28 alignment. A possible interlined corridor traveling from the CBD to Manchester Transit Center via Fresno City Collage is being considered as part of this first BRT service. The proposed corridor is comprised of segments of FAX's most productive routes. Other corridors identified in the Plan include Cedar Avenue (FAX Route 38); Shaw Avenue (FAX Route 9) including service to Clovis; and Blackstone Avenue (FAX Route 30)

The current FAX system, as with many other areas around the county including those within Fresno County, is one that primarily addresses social service transportation needs. The typical FAX passenger tends to come from a transit dependent household and has few, if any options other than riding the bus. If public transit is going to play a role in addressing mobility and air pollution challenges, the system will need to be structured, or restructured, in a manner that can attract choice riders. BRT service promises to

provide significant reductions in travel time and improvements in service reliability that will attract more choice riders.

The Fresno COG is also undertaking Phase II of the Public Transportation and Infrastructure Study (PTIS). The purpose of the PTIS is to evaluate mobility needs and opportunities, and to identify strategies for public transit and transit supportive infrastructure development that will result in wider acceptance and use of non-automobile transportation modes such as public transit, bicycle and pedestrian travel. In addition to the development of viable alternative public transportation options for Fresno County, this study seeks to develop ridership projections and cost estimates for various scenarios that will be used to establish a long-range plan leading to optimum connectivity within the region.

Phase I of the PTIS evaluated existing and planned land uses, mapped residential and employment densities, and identified primary travel corridors for communities outside of the Fresno/Clovis Metropolitan Area (FCMA). Phase I also reviewed existing land use policies and developed a set of transit supportive recommendations.

Discussion

Coordination of Fares and Schedules

Management and staff from FAX, Clovis Transit, Fresno County Rural Transit Agency, and Fresno County Economic Opportunities Commission meet regularly to discuss ongoing planning projects and reports, service issues, and connectivity among systems. Coordination of fares and schedules is an ongoing topic at these meetings. FAX now includes Clovis Roundup schedules with the FAX Schedule Guide, and in October 2004, Clovis Roundup and FAX initiated the Metro Pass, a new regional pass that is accepted on both systems. Information for both systems is available by phone at 559-621-RIDE.

In addition, a regional farebox system that could facilitate a regional pass program was included as part of the COG's "One Voice" program. FAX is the lead agency in the procurement of a new Automated Fare Collection System that will accomplish many of the benefits of forming a regional transit agency without the necessity of forming a new regional political structure.

Transit Interface

COG continues to publish the *Fresno County Transportation Guide*. The Guide is a bilingual (English/Spanish), user friendly booklet which describes in detail the availability of mass transportation services throughout the county. The Guide includes information on regional, inter-city, and local transportation providers; information on transportation services to many popular destinations; and clear direction on how to plan trips and make connections within and between systems and modes. The document includes several colored maps. The COG continues to revise the document each time it is published.

Public/Private Sector Coordination

FAX continues to contract with the private sector for many services which can be provided more reliably and economically. The maintenance department contracts to private firms for a variety of services including major overhauls and vehicle painting. FAX also contracts with private firms for special studies, surveys, marketing projects, technical training and administrative equipment servicing. Planning and related services are now contracted with the Council of Fresno County Governments. Many administrative support services such as legal, personnel, communications, finance, data processing and purchasing are performed by other city departments. Municipal code and labor contracts preclude some outside service contracting.

Inter-city Rail

Amtrak currently provides inter-city passenger rail service for six round trips daily. Freight is carried along both the Burlington Northern Santa Fe and the Union Pacific railroads.

Passenger Rail Project Priorities:

Passenger rail priorities currently facing Fresno include:

- Preservation of abandoned railroad right-of-way and trackage
- The California High Speed Rail Project
- Assessment of future light rail potential

A more detailed discussion of rail issues can be found elsewhere in this document (Section 4.8) under the heading *Rail*.

Chapter 5

Financial Element

5.1 Introduction

The Financial Element of Fresno COG's 2007 Regional Transportation Plan (RTP) is intended to provide the costs and revenue assumptions necessary for decision makers to implement the RTP. These assumptions include revenue estimates for specific governmental funding programs, local contributions and tax initiatives. The intent of the financial assumptions is to provide a level of financial detail adequate for options to be exercised by State and local decision makers.

5.6 Financially Constrained Project Lists

The financially constrained projects within Fresno COG's current Federal Transportation Improvement Program are programmed between the years 20008/09 thru 2011/12. Costs are current total project costs, including a Rate of Growth of 3.5%, as required to be submitted to Fresno COG at the time of application. Projects identified include those from the current and future Measure C programs, Regional Choice program, RSTP, CMAQ, TE, SHOPP and various assorted federal and state programs. All candidate projects are consistent with those identified in the Caltrans Interregional Improvement Program (IIP) and the Regional Transportation Improvement Program (RTIP). In addition, all candidate projects are considered with the regional goals, policies, and objectives identified in Chapter 3.

Exhibit 5-5 has been revised and includes the complete listing of all projects contained in the 2009 Interim FTIP.

Exhibit 5-6(a) lists projects that have been added to the "vision", or financially unconstrained project list for Fresno County.

Exhibit 5-10 is the multi-modal list of projects that have been identified for funding through the reauthorization of Measure "C". All projects on this \$1.7 billion list are to be funded by future Measure "C" revenue. In total, all of the identified projects add up to approximately \$4.48 billion, including 3.5% Rate of Growth. Additional information on the implementation of Measure C projects and programs is available in Appendix E of the 2007 RTP and the Measure C Expenditure Plan.

Exhibit 5-11 shows the financial constraint summary for the 2007 RTP, including Administrative Modification #1.

Program	Agency	Project Description/Limits	Total Cost	ID	FRE
Federal Transit Administration Section 5317	Various Agencies	Costs associated with the competitively selected projects derived from the Coordinated Human Services Transportation Plan for Fresno County.	\$ 365,480	20300000486	FRE072302
Congestion Mitigation and Air Quality Program (Non-transit)	Central Unified School District	Lease to purchase and/or purchase - to replace eight diesel school buses with eight compressed natural gas school buses	\$ 2,317,300	20300000383	FRE070101
Congestion Mitigation and Air Quality Program (Non-transit)	Clovis Unified School District	Lease to purchase and/or purchase - 10 CNG powered school buses to replace existing diesel school buses.	\$ 3,132,700	20300000387	FRE070105
Congestion Mitigation and Air Quality Program (Non-transit)	Clovis, City of	In Clovis - Lump-Sum Traffic Flow Improvements. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3	\$ 1,010,100	20300000206	FRE020105
Congestion Mitigation and Air Quality Program (Non-transit)	Clovis, City of	In Clovis - Lump-Sum Traffic Signal Synchronization. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3 ITS Project.	\$ 223,500	20300000207	FRE020106
Congestion Mitigation and Air Quality Program (Non-transit)	Clovis, City of	Purchase 16 CNG refuse trucks to replace 16 older diesel refuse trucks.	\$ 3,118,000	20300000384	FRE070102
Congestion Mitigation and Air Quality Program (Non-transit)	Clovis, City of	Traffic Flow Improvements along Herndon Ave., Between Willow and Temperance Avenues.	\$ 617,700	20300000511	FRE090101
Congestion Mitigation and Air Quality Program (Non-transit)	Clovis, City of	Installation of shoulder improvements along Clovis Ave., between Santa Ana and Gelysburg.	\$ 145,900	20300000512	FRE090102
Congestion Mitigation and Air Quality Program (Non-transit)	Clovis, City of	Installation of shoulder improvements along Nees Ave., between Sunny-side and Armstrong Avenues.	\$ 338,700	20300000513	FRE090103
Congestion Mitigation and Air Quality Program (Non-transit)	Clovis, City of	Installation of Shawl Dawolt traffic signal.	\$ 621,700	20300000514	FRE090104
Congestion Mitigation and Air Quality Program (Non-transit)	Clovis, City of	Installation of Temperance/ Sierra Traffic Signal	\$ 812,000	20300000515	FRE090105
Congestion Mitigation and Air Quality Program (Non-transit)	Coalinga, City of	In Coalinga - Construct Paved Shoulders for Bike Lane On Monterey Avenue from Washington Street to Cambridge Avenue.	\$ 101,900	20300000196	FRE020108
Congestion Mitigation and Air Quality Program (Non-transit)	Fowler, City of	Class II Bicycle Lanes- Construct lanes along the east side of Fowler Ave b/w the State Highway 99 southbound onramp and Merced Street, and along southside Adams b/w Fowler Highschool and Temperance.	\$ 106,400	20300000388	FRE070106
Congestion Mitigation and Air Quality Program (Non-transit)	Fowler, City of	Construct bicycle/pedestrian trail along the Golden State Corridor from the City of Fowler south toward Selma	\$ 280,000	20300000533	FRE090123
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno Area Express (FAX)	Prioritize traffic signals for certain fixed bus routes to decrease number of buses needed to maintain existing frequencies, and thereby reduce emissions.	\$ 1,565,700	20300000521	FRE090111
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno County	North and Maple intersection improvements. Construct left turn lane for eastbound traffic.	\$ 133,700	20300000324	FRE040118
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno County	Central and Willow intersection improvements. Construct left turn lanes and pavement improvements and remove a four-way stop.	\$ 99,300	20300000325	FRE040119
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno County	Shoulder paving/stabilization Alta Ave. to SR 63 - American Ave.	\$ 684,800	20300000326	FRE040120
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno County	Shoulder paving/stabilization on Cedar Ave. between Lincoln Ave. to Adams Ave.	\$ 363,200	20300000528	FRE090118
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno County	Commute Green Fresno County A travel demand management commuter program for Fresno County employees designed to provide subsidies and incentives for program participants	\$ 590,300	20300000529	FRE090119
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno County	Lump Sum shoulder improvements paving/stabilization at various locations	\$ 2,372,100	20300000539	FRE090130
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno Unified School District	Lease to purchase and/or purchase of 6 CNG school buses to replace existing fleet.	\$ 1,777,900	20300000393	FRE070111
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno Unified School District	Expand existing fast-fill CNG facility to include time-filling of 8 ea. dual nose, 3600 psi time-fill posts	\$ 219,700	20300000531	FRE090121
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno, City of	Traffic Flow Improvements Including Dual Left-Turn Lanes & Intersection Improvements	\$ 1,717,900	20300000182	FRE020122
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno, City of	In Fresno - Lump-Sum Construction of New Trains to Serve Fresno/Clovis Metropolitan Area Trail System. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	\$ 1,244,000	20300000227	FRE020133
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno, City of	In Fresno - Lump-Sum Pedestrian Facilities to include Sidewalks and Signal Upgrades for Pedestrians. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	\$ 498,300	20300000228	FRE020134
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno, City of	Replace existing 4-way stop control at intersection of North and Cedar with fully activated traffic signal. 4 legs of intersection will be modified	\$ 998,000	20300000315	FRE040109
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno, City of	Traffic synchronization and signal coordination along Shaw Ave. from Highway 99 to Highway 41. Install ITS conduits, fiber, communication cabinets and 2070L traffic signal controllers.	\$ 4,199,900	20300000389	FRE070107
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno, City of	Completion of the Sugar Pine Trail from Chestnut to Copper, a Class I bikeway and pedestrian trail.	\$ 744,200	20300000391	FRE070109

Program	Agency	Project Description/Limits	Total Cost	ID	FRE
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno, City of	ITS installation & signal coordination for Clovis Ave. from Dakota to American	\$ 1,000,000	20300000516	FRE090106
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno, City of	Install fiber, cabinets, vaults, cameras, radar, 2070L controllers.	\$ 220,000	20300000517	FRE090107
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno, City of	ITS installation & signal coordination for Fresno Street from Herndon to Olive. Install wireless communications and new controllers.	\$ 442,200	20300000518	FRE090108
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno, City of	Bicycle lanes to fill in missing bikeway gaps and connect to existing facilities on Shields Ave. from West Ave. to Maple Ave. to 4 miles of bikeway improvements.	\$ 1,400,000	20300000519	FRE090109
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno, City of	ITS installation. Install conduit, fiber, cabinets, poles, cameras, radars, 2070L controllers.	\$ 647,600	20300000520	FRE090110
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno, City of	Park and Ride Lot construction to accommodate 56 stalls for long distance commuter vans/pools and carpools near SR 99	\$ 315,900	20300000540	FRE090131
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno, City of	At intersection of Clovis and Kings Canyon, construct westbound right turn lane.	\$ 125,000	20300000541	FRE090132
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno, City of	Install dual left turn lanes for eastbound Nees Avenue at Cedar Avenue to improve traffic flow.	\$ 1,386,300	20300000542	FRE090133
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno, City of	ITS installation & signal coordination for Clovis Ave. Dakota to Jensen and for Shaw Ave. 41 to 168	\$ 467,600	20300000543	FRE090134
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno, City of	Bicycle lanes to fill in missing bikeway gaps and connect to existing facilities on Cedar Ave. from Floradora to Los Altos Ave. for 4.5 miles of bikeway improvements.	\$ 500,000	20300000545	FRE090136
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno, City of	Lump Sum Sidewalks for various locations within the City of Fresno.	\$ 2,213,200	20300000550	FRE090137
Congestion Mitigation and Air Quality Program (Non-transit)	Fresno, City of	ITS on Blackstone Ave. from Herndon Ave. to Nees, and on Friant Road from Nees to Copper Ave.	\$ 450,900	20300000222	FRE020135
Congestion Mitigation and Air Quality Program (Non-transit)	Huron, City of	In Huron - Install Traffic Signals on Lassen Avenue at 4th and 9th Streets.	\$ 129,300	20300000210	FRE020136
Congestion Mitigation and Air Quality Program (Non-transit)	Huron, City of	In Huron - On Central Avenue Between Huron and 9th Streets - Provide Traffic Flow Improvements and Expand Park and Ride Lot	\$ 361,800	20300000211	FRE090124
Congestion Mitigation and Air Quality Program (Non-transit)	Kerman, City of	Construct CNG filling station at City Corporate Yard.	\$ 2,932,500	20300000394	FRE070112
Congestion Mitigation and Air Quality Program (Non-transit)	Kingsburg, City of	Lease to purchase and/or purchase of 9 CNG school buses to replace existing fleet.	\$ 360,000	20300000392	FRE070110
Congestion Mitigation and Air Quality Program (Non-transit)	Kingsburg, City of	Construct Class I bike path along Golden State Boulevard from Mountain View Ave to Bethel Ave.	\$ 110,300	20300000395	FRE070113
Congestion Mitigation and Air Quality Program (Non-transit)	Kingsburg, City of	Construct pedestrian facilities along Sierra Street at the UPRR track crossing near Simpson Street. Improvements include sidewalks, curb ramps and track platform improvements.	\$ 235,500	20300000396	FRE070114
Congestion Mitigation and Air Quality Program (Non-transit)	Kingsburg, City of	Construct Class I bicycle and pedestrian pathway along Madsen Avenue between the eastern edge of shoulder and the Cole Slough.	\$ 303,900	20300000397	FRE070115
Congestion Mitigation and Air Quality Program (Non-transit)	Kingsburg, City of	Construct Class II bicycle pathway along Lewis Street between Simpson Street and 18th Avenue.	\$ 108,500	20300000524	FRE090114
Congestion Mitigation and Air Quality Program (Non-transit)	Kingsburg, City of	Construct transit stop facilities along Sierra Street east of Rafter Johnson Drive.	\$ 153,600	20300000524	FRE090125
Congestion Mitigation and Air Quality Program (Non-transit)	Kingsburg, City of	Construct bikelines along 14th Avenue from Sierra to Stroud Ave.	\$ 445,500	20300000207	FRE020141
Congestion Mitigation and Air Quality Program (Non-transit)	Mendota, City of	In Mendota - Construct At-Grade Pedestrian/Bike Crossing Across 2nd and 5th Streets Over Railroad Tracks.	\$ 182,000	20300000398	FRE070116
Congestion Mitigation and Air Quality Program (Non-transit)	Mendota, City of	Paye three unimproved alleys bounded by 7th Street and 8th Street	\$ 1,021,000	20300000320	FRE040114
Congestion Mitigation and Air Quality Program (Non-transit)	Orange Cove, City of	Rails to Trails project. One and one half mile bike and pedestrian trail along abandoned BNSF rail line at a diagonal between Hills Valley Rd and Adams Ave.	\$ 144,500	20300000555	FRE090126
Congestion Mitigation and Air Quality Program (Non-transit)	Orange Cove, City of	Install sidewalks on Fourth and Fifth Streets from South Avenue to Railroad Avenue.	\$ 689,600	20300000321	FRE040115
Congestion Mitigation and Air Quality Program (Non-transit)	Reedley, City of	Install sidewalks and ramps on both sides of Manning Ave. between Frankwood and Burtonmillow Ave.	\$ 1,195,200	20300000525	FRE090115
Congestion Mitigation and Air Quality Program (Non-transit)	Reedley, City of	Construction of a clean air alternative fueling center for compressed natural gas (CNG), ultra Low Sulfur Diesel, bio-diesel and E-85 ethanol fuel to be located in the Regional Transportation Center.	\$ 526,400	20300000526	FRE090116
Congestion Mitigation and Air Quality Program (Non-transit)	San Joaquin, City of	Purchase 3 CNG Garbage Trucks to replace existing fleet.	\$ 96,600	20300000322	FRE040116
Congestion Mitigation and Air Quality Program (Non-transit)	San Joaquin, City of	Lump sum traffic flow improvements.	\$ 52,800	20300000557	FRE090128
Congestion Mitigation and Air Quality Program (Non-transit)	San Joaquin, City of	Install concrete sidewalk at various locations where there is none along Colorado Avenue and Main St.			

Program	Agency	Project Description/Limits	Total Cost	ID	FRE
Congestion Mitigation and Air Quality Program (Non-transit)	Sanger, City of	In Sanger - Lump-Sum Traffic Flow Improvements at Various Major Intersections. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	\$ 386,300	20300000218	FRE020150
Congestion Mitigation and Air Quality Program (Non-transit)	Sanger, City of	Purchase 2 CNG vehicles.	\$ 73,400	20300000527	FRE090117
Congestion Mitigation and Air Quality Program (Non-transit)	Sanger, City of	Construct CNG filling station at City Corporation Yard.	\$ 340,500	20300000536	FRE090127
Congestion Mitigation and Air Quality Program (Non-transit)	Selma, City of	Purchase 6 GEM electric vehicles and 2 Columbia Electric Vehicles to replace existing city fleet vehicles.	\$ 138,000	20300000558	FRE090129
Congestion Mitigation and Air Quality Program (Non-transit)	SouthWest Transportation Agency	Lease to purchase and/or purchase- 10 CNG school buses to replace 10 diesel school buses.	\$ 3,057,800	20300000400	FRE070118
Congestion Mitigation and Air Quality Program (Non-transit)	SouthWest Transportation Agency	Purchasing a Rule 1186-certified CNG Street Sweeper to replace diesel sweeper.	\$ 150,000	20300000401	FRE070119
Congestion Mitigation and Air Quality Program (Non-transit)	Various Agencies	Replacement of 2 gross polluting school buses with cleaner Diesel Buses.	\$ 340,000	20300000532	FRE090122
Congestion Mitigation and Air Quality Program (Transit)	Fresno Area Express (FAX)	Purchase 15 CNG buses to replace 14 diesel buses.	\$ 10,266,800	20300000402	FRE070120
Congestion Mitigation and Air Quality Program (Transit)	Fresno Area Express (FAX)	Increase frequency of service from 30 minute intervals to 15 minute intervals on high demand routes. Fresno Street, 1st Street, and Cedar. Three years of funding.	\$ 11,982,600	20300000404	FRE070122
Congestion Mitigation and Air Quality Program (Transit)	Fresno Area Express (FAX)	City of Fresno, FAX, will purchase 6 CNG converted paratransit vehicles to replace non-CNG vehicles in existing fleet.	\$ 617,300	20300000522	FRE090112
Congestion Mitigation and Air Quality Program (Transit)	Fresno Area Express (FAX)	City of Fresno, FAX will purchase 6 alternative fuel (CNG), low emission buses to replace diesel buses in the current fleet.	\$ 2,442,000	20300000523	FRE090113
Congestion Mitigation and Air Quality Program (Transit)	Fresno County Rural Transit Agency	Purchase of four 35 passenger compressed natural gas powered buses.	\$ 1,650,000	20300000333	FRE041405
Congestion Mitigation and Air Quality Program (Transit)	Fresno County Rural Transit Agency	Purchase 2, 22 passenger CNG Vans to replace fleet.	\$ 288,000	20300000530	FRE090120
Congestion Mitigation and Air Quality Program (Transit)	Fresno County	Rehabilitation, repair, and/or reconstruction of deficient two-lane roads that connect to Interstate 5, SR 180, SR 41 and SR 99 countywide.	\$ 3,500,000	20300000443	FRE070201
Congestion Mitigation and Air Quality Program (Transit)	Fresno County	Rehabilitation, repair, and/or reconstruction of deficient two-lane roads that connect to Interstate 5, SR 180, SR 41 and SR 99 countywide.	\$ 1,875,000	20300000449	FRE070202
Demonstration Projects	Various Agencies	Advance Construction Conversion lump sum project for earmarked federal funds reimbursement.	\$ 3,808,000	20300000380	FRE040201
Emergency Repair Program	Caltrans	Various locations. Emergency Repair Program. Consistent with 40 CFR part 93.126, 127, 128 Exempt Tables 2 & 3.	\$ 150,000	20300000166	FRE070801
Federal Transit Administration Section 5307 Program	Fresno Area Express (FAX)	Various Planning Project/COFCG Staff/Annual Planning O & M Expenses and Special Projects.	\$ 2,550,000	20300000147	FRE021501
Federal Transit Administration Section 5307 Program	Fresno Area Express (FAX)	Life Pump and Cylinders, Automated Passenger Counters, Bus Washer, Passenger Information Kiosks, etc.	\$ 500,000	20300000149	FRE021509
Federal Transit Administration Section 5307 Program	Fresno Area Express (FAX)	Paratransit Vehicle Service Expansion/Replacement of 17 Vehicles	\$ 961,500	20300000150	FRE021508
Federal Transit Administration Section 5307 Program	Fresno Area Express (FAX)	Non-Revenue Vehicle Service Expansion/Replacement (18 Vehicles)	\$ 400,000	20300000151	FRE021507
Federal Transit Administration Section 5307 Program	Fresno Area Express (FAX)	Preventive Maintenance Expense	\$ 34,030,900	20300000155	FRE021503
Federal Transit Administration Section 5307 Program	Fresno Area Express (FAX)	Capital Lease-Vehicle Tire Lease	\$ 1,245,200	20300000156	FRE021506
Federal Transit Administration Section 5307 Program	Fresno Area Express (FAX)	Capital Lease-Handy Ride Facility	\$ 653,500	20300000157	FRE021505
Federal Transit Administration Section 5307 Program	Fresno Area Express (FAX)	Contracted Paratransit Service Operations	\$ 14,903,100	20300000158	FRE021504
Federal Transit Administration Section 5307 Program	Fresno Area Express (FAX)	Various Planning Projects/FAX Staff/Annual Planning O & M Expenses and Special Projects.	\$ 2,497,300	20300000259	FRE021502
Federal Transit Administration Section 5307 Program	Fresno Area Express (FAX)	Passenger shelters/structures, benches, trash receptacles and lighting. On-street signs, Bus stop repairs, and miscellaneous amenities to benefit transit passengers.	\$ 600,000	20300000260	FRE021510
Federal Transit Administration Section 5309 Program	Fresno Area Express (FAX)	Purchase of 5 Revenue Vehicles.	\$ 5,814,800	20300000269	FRE022005
Federal Transit Administration Section 5311 Program	Fresno Area Express (FAX)	Purchase low-emission non-revenue transit vehicles.	\$ 300,000	20300000552	FRE092001
Federal Transit Administration Section 5311 Program	Fresno County Rural Transit Agency	Programs FY 2006/07-09 FTA Section 5311 Apportionment- Annual Operating Assistance	\$ 14,857,807	10300000192	FRE021701
Federal Transit Administration Section 5316	Various Agencies	Costs associated with the competitively selected projects derived from the Coordinated Human Services, Transportation Plan in Fresno County.	\$ 1,011,454	20300000484	FRE072202
FTA Reference Projects	Fresno Area Express (FAX)	Lease vans for downtown vanpool program. Final year of three year funding period.	\$ 159,800	20300000328	FRE040122
FTA Reference Projects	Fresno Area Express (FAX)	Bus replacement program. Purchase 20 low emission urban buses to replace 20 1993 diesel vehicles.	\$ 7,227,200	20300000329	FRE041401

Program	Agency	Project Description/Limits	Total Cost	ID	FRE
FTA Reference Projects	Fresno Area Express (FAX)	Peak Service Program. Increase the frequency of services from 30 min to 15 min intervals on two routes- Route 28 and Route 30. Final year of three year funding period	\$ 6,401,800	20300000330	FRE041402
FTA Reference Projects	Fresno Area Express (FAX)	Downtown Circulator Program provide service throughout downtown Fresno during peak commute hours. Purchase of 4 shuttle vehicles	\$ 1,200,000	20300000331	FRE041403
FTA Reference Projects	Fresno Area Express (FAX)	Intermodal Facility Program: Develop and construct intermodal facility in Southcrest area of Fresno.	\$ 1,000,000	20300000332	FRE041404
FTA Reference Projects	Fresno Area Express (FAX)	Purchase one 40 foot hydrogen powered hybrid electric transit bus and one electrolytic hydrogen fueling station.	\$ 3,250,000	20300000403	FRE070121
Hazard Elimination Safety Program	Caltrans	Lump-Sum Highway Safety Improvement Program: Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	\$ 10,266,320	20300000278	FRE040401
Hazard Elimination Safety Program	Various Agencies	High Risk Rural Road Program lump sum. Codified as section 148 of title 23, United States Code (23 U.S.C. 148).	\$ 558,532	20300000481	FRE040402
Highway Bridge Replacement/Rehabilitation Program	Caltrans	Lump-Sum Highway Bridge Replacement/Rehabilitation Program (No additional travel lanes). Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	\$ 42,030,400	20300000279	FRE040501
Highway Bridge Replacement/Rehabilitation Program	Caltrans	Planning of Bridge Preventive Maintenance Program by local agencies statewide. Funds available for FY 2005/06 only. Planning only - for developing project lists, not for capital.	\$ 1,000	20300000451	BR_PREV_M
Highway Bridge Replacement/Rehabilitation Program	Caltrans	Scour local agency plan of action statewide. Funds available for current scour critical list for FY 2005/06 only. Small set-aside available for bridges added to list after FY 2005.	\$ 1,000	20300000452	SCOUR_POA
Proposition 1B	Caltrans	In the City of Fresno and within Madera County, from 0.2 miles south of the Grantland Ave. Undercrossing to 0.6 miles north of the Ave 7 overcrossing, widen existing 4-lane Freeway to 6-lane Freeway	\$ 55,700,000	20300000549	FRE071203
Proposition 1B	Caltrans	In the City of Fresno, from the Ashlan Ave. overcrossing to 0.2 miles north of the Grantland Ave. undercrossing, widen existing 4-lane Freeway to 6-lane Freeway.	\$ 37,300,000	10300000282	FRE071202
Proposition 1B	Fresno Area Express (FAX)	Purchase CNG replacement buses.	\$ 2,500,000	20300000551	FRE092403
Proposition 1B	Fresno, City of	Shaw from Highway 41 to Highway 168. Traffic Synchronization.	\$ 2,100,000	20300000547	FRE092401
Proposition 1B	Fresno, City of	Clovis from Dakota to Kings Canyon. Traffic Synchronization.	\$ 2,100,000	20300000548	FRE092402
Regional Surface Transportation Program	Clovis, City of	Road repair along Ashlan Ave between Peach and Minnewawa.	\$ 187,800	20300000405	FRE070602
Regional Surface Transportation Program	Clovis, City of	Road repair along Peach Ave. between Alhulawi and League Avenues.	\$ 808,700	20300000406	FRE070603
Regional Surface Transportation Program	Clovis, City of	Road repair along Shaw with reconstruction activities between Peach and Minnewawa Avenues	\$ 1,036,100	20300000407	FRE070604
Regional Surface Transportation Program	Clovis, City of	Reconstruction of Shaw Avenue, between Minnewawa and Clovis Avenues	\$ 883,000	20300000489	FRE090601
Regional Surface Transportation Program	Coalinga, City of	In Coalinga - Lump-Sum Various AC Overlays/Reconstruction on Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	\$ 274,000	20300000586	FRE020605
Regional Surface Transportation Program	Fresbaugh, City of	Reconstruct 13th Street between N Street (SR 33) to 400 ft east of P Street	\$ 408,300	20300000408	FRE070605
Regional Surface Transportation Program	Fresno County	Manning Ave. from Crawford to Hill Ave. Reconstruct existing 2-lane road to current standards - widening travel way, paving shoulders an improving structural section.	\$ 1,645,200	20300000343	FRE040612
Regional Surface Transportation Program	Fresno County	Lump Sum listing from AC overlay projects in various locations	\$ 3,930,400	20300000509	FRE090621
Regional Surface Transportation Program	Fresno, City of	In Fresno - Lump-Sum AC Overlays or Cold Recycle Overlays on Various Eligible Routes (No Additional Travel Lanes). Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	\$ 4,749,900	20300000249	FRE020617
Regional Surface Transportation Program	Fresno, City of	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Projects On Freeways for Noise Attenuation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	\$ 1,016,600	20300000252	FRE020620
Regional Surface Transportation Program	Fresno, City of	In Fresno - Lump-Sum Landscaping and Plantings In Median Islands, On Trails, and Streetscapes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	\$ 510,000	20300000253	FRE020621
Regional Surface Transportation Program	Fresno, City of	Cold pavement recycling of Clovis Avenue between McKinley Ave. to Shields Ave.	\$ 1,254,000	20300000411	FRE070608
Regional Surface Transportation Program	Fresno, City of	Construct dual left turn lanes for northbound Clovis Avenues at McKinley Avenue.	\$ 489,300	20300000494	FRE090606
Regional Surface Transportation Program	Fresno, City of	Streetscape Beautification project on Broadway between Divisadero and Tuolumne, including diagonal parking, pedestrian improvements and landscaping.	\$ 564,700	20300000485	FRE090607
Regional Surface Transportation Program	Fresno, City of	Installation of a traffic signal at the intersections of McKinley/Hughes and McKinley/Marks.	\$ 1,241,600	20300000486	FRE090608

Program	Agency	Project Description/Limits	Total Cost	ID	FRE
Regional Surface Transportation Program	Fresno, City of	Construct Roundabouts at the intersections of Audubon/Del Mar and Audubon/Leighton.	\$ 245,900	20300000497	FRE090609
Regional Surface Transportation Program	Fresno, City of	Traffic flow improvements at Divisadero and SR 41, including new median island and traffic signal modifications.	\$ 245,500	20300000498	FRE090610
Regional Surface Transportation Program	Fresno, City of	Lump Sum AC Overlays on various eligible routes.	\$ 6,085,100	20300000499	FRE090611
Regional Surface Transportation Program	Fresno, City of	Surveying, development of roadway geometrics and preliminary engineering, plus a CEQA process for adoption of the OPL for various roadways within the City of Fresno.	\$ 338,900	20300000500	FRE090612
Regional Surface Transportation Program	Fresno, City of	Streetscape Beautification project on Olive Avenue between Palm Avenue and Van Ness Avenue.	\$ 200,000	20300000553	FRE090604
Regional Surface Transportation Program	Huron, City of	In Huron - Lump Sum Construction of Median Islands and Landscaping on Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 283.	\$ 239,700	20300000234	FRE020624
Regional Surface Transportation Program	Kerman, City of	On W Kearney Blvd. from 3rd St. to Del Norte Ave. Install median islands with landscaping, grind, and regrade existing pavement and install 3" AC pavement.	\$ 392,000	20300000412	FRE070610
Regional Surface Transportation Program	Kerman, City of	Replace rough pavement on Stanislaus Ave. from Madera Ave. to Merlot Ave.	\$ 308,200	20300000510	FRE090613
Regional Surface Transportation Program	Kingsburg, City of	On 18th Ave. from Stroud Ave. to Tulare St. Pavement reconstruction and drainage improvements.	\$ 345,600	20300000413	FRE070611
Regional Surface Transportation Program	Kingsburg, City of	Reconstruction of Sierra Street from Rater Johnson Drive to SR 99.	\$ 249,900	20300000501	FRE090614
Regional Surface Transportation Program	Mendota, City of	On 9th Street from Oiler St. to Marie St. Reconstruction and resurfacing of existing road.	\$ 314,900	20300000414	FRE070612
Regional Surface Transportation Program	Orange Cove, City of	South Ave. from Anchor Ave. to Manson Ave. Reconstruction to standard and widen shoulder.	\$ 977,000	20300000415	FRE070613
Regional Surface Transportation Program	Orange Cove, City of	Reconstruct East Railroad Avenue from Hills Valley Road to Fourth Street.	\$ 237,000	20300000502	FRE090615
Regional Surface Transportation Program	Reedley, City of	Intersection of Dinuba and Burton/Willow Construct a modern roundabout, widen and improve intersection approaches.	\$ 581,300	20300000091	FRE020633
Regional Surface Transportation Program	Reedley, City of	Frankwood Ave. from 900 ft north of Parlier to Manning. Reconstruct & overlay, remove & replace curb, gutter & sidewalks, ROW acquisition.	\$ 939,900	20300000340	FRE040609
Regional Surface Transportation Program	Reedley, City of	N. Frankwood Ave. between Manning Ave. to the north and North Ave. to the south. Realignment and reconstruction. Move east curb line back to its proper alignment matching the existing curb return.	\$ 855,100	20300000416	FRE070614
Regional Surface Transportation Program	Reedley, City of	Construct medians on North Frankwood Ave. from Manning Ave. to north city limits replacing the center dual turn lane & installing street lights & in-pavement x-wall at elementary school.	\$ 564,200	20300000503	FRE090616
Regional Surface Transportation Program	San Joaquin, City of	Main Street from Arizona Ave. to Placer Ave. Remove and replace existing asphalt paving.	\$ 396,900	20300000418	FRE070616
Regional Surface Transportation Program	Sanger, City of	City of Sanger County of Fresno Joint Project. North Ave. from Academy to Bethel Ave. Reconstruct existing two-lane road.	\$ 771,500	20300000342	FRE040611
Regional Surface Transportation Program	Sanger, City of	Reconstruct Fifth Street from Greenwood Ave. to Academy Ave.	\$ 564,200	20300000504	FRE090617
Regional Surface Transportation Program	Selma, City of	In Selma - Reconstruct Focal Ave./ Selma Branch Canal Crossing. 6 ft block wall, wheelchair ramps, in-pavement crosswalk lights, split-rail fencing, warning signs.	\$ 130,600	20300000246	FRE020645
Regional Surface Transportation Program	Selma, City of	Focal Ave. between McCall Ave and Dockery Ave. Cold plane pavement, overlay, reconstruct/reconstruct handicapped access ramps and place in-pavement pavement crosswalk with advance warning lights.	\$ 851,000	20300000420	FRE070618
Regional Surface Transportation Program	Selma, City of	Wright St between Aranis St. and Dinuba Ave. Cold plane pavement, overlay, reconstruct/reconstruct handicapped access ramps and place in-pavement crosswalk with advance warning lights.	\$ 1,367,600	20300000421	FRE070619
Regional Surface Transportation Program	Selma, City of	Whitson Ave. and Thompson Ave. Intersection. Provide left and right turn channelization and phasing for existing signal. Connect existing signal to interconnect system.	\$ 451,800	20300000508	FRE090620
State Routes to School Program	Various Agencies	Safe Routes to School lump sum listing of projects. 6th cycle projects	\$ 648,000	20300000480	FRE071901
State Highway Operations and Protection Program	Caltrans	Lump Sum "Bridge Preservation" Category SHOPP. Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 283.	\$ 16,102,000	20300000422	FRE071003
State Highway Operations and Protection Program	Caltrans	Lump Sum "Mobility" Category SHOPP. Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 283.	\$ 22,727,000	20300000423	FRE071004

Program	Agency	Project Description/Limits	Total Cost	ID	FRE
State Highway Operations and Protection Program	Caltrans	Lump-Sum "Collision Reduction" Category SHOPP. Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 283.	\$ 3,313,000	20300000468	FRE071010
State Highway Operations and Protection Program	Caltrans	Lump-Sum "Mandates" Category SHOPP. Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 283.	\$ 5,040,000	20300000546	FRE091001
State Highway Operations and Protection Program	Caltrans	In Fresno- Bullard Avenue to Herndon Avenue and northbound Herndon off-ramp- add auxiliary lane	\$ 14,950,000	20300000459	FRE071005
State Highway Operations and Protection Program	Caltrans	Lump-Sum "Roadway Preservation" Category SHOPP. Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 283.	\$ 31,894,900	20300000440	FRE071007
State Highway Operations and Protection Program	Caltrans	Lump-Sum "Roadside Preservation" Category SHOPP. Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 283.	\$ 16,009,000	30300000000	FRE041001
STIP - Interregional Program	Caltrans	In the city of Fresno, on Route 41 at and near Friant Road. Tree planting.	\$ 1,745,000	10300000215	FRE041202
STIP - Interregional Program	Caltrans	Near Selma and Kingsburg, from the Junction Routes 99 and 201 to north of Floral Avenue. Replacement Planting.	\$ 1,730,000	10300000208	FRE041203
STIP / Regional Choice	Caltrans	Near Centerville, from Temperance Avenue to Academy Avenue. Construct 4 lane expressway on existing alignment.	\$ 88,871,000	10300000176	FRE021106
STIP / Regional Choice	Caltrans	Near Centerville, from Temperance Avenue to Trimmer Springs Road. Construct 4 lane expressway on existing alignment.	\$ 9,249,000	10300000177	FRE021107
STIP / Regional Choice	Caltrans	Near Centerville, from Academy Avenue to Trimmer Springs Road. Construct 4 lane expressway on existing alignment.	\$ 6,812,000	10300000178	FRE021108
STIP / Regional Choice	Caltrans	Near Centerville and Minkler, on Route 180 from Trimmer Springs Road to east of Frankwood Avenue. Construct 4 lane expressway on existing alignment.	\$ 2,810,000	10300000044	FRE001101
STIP / Regional Choice	Council of Fresno County Governments	Planning, Programming and Monitoring.	\$ 260,000	10300000223	FRE041812
Transportation Enhancement Activities Program	Clovis, City of	In the City of Clovis, east of Temperance Avenue and south of Nees Avenue along the Enterprise Canal. Construct a class I bicycle/pedestrian trail.	\$ 465,300	10300000224	FRE041813
Transportation Enhancement Activities Program	Clovis, City of	In the City of Clovis, on Ashton Avenue between Whittier Avenue and McKelvy Avenue. Construct a median island with landscaping and irrigation.	\$ 1,772,300	20300000454	FRE071801
Transportation Enhancement Activities Program	Clovis, City of	Trail Head/ Rest Area, SYVC Sunnyside & Shepherd Aves	\$ 154,700	20300000455	FRE071802
Transportation Enhancement Activities Program	Clovis, City of	Entrance "Gateway to the Sierras" Sign, Clovis Ave. between 4th and 5th Streets.	\$ 203,300	20300000456	FRE071803
Transportation Enhancement Activities Program	Fowler, City of	Landscaping & sidewalks, Merced Street between 3rd & 5th Streets.	\$ 537,000	20300000231	FRE041820
Transportation Enhancement Activities Program	Fresno County	Along the San Joaquin River from the Kerchoff Reservoir to the Upper Redinger Reservoir. Construct multi-modal trail.	\$ 647,200	20300000457	FRE071812
Transportation Enhancement Activities Program	Fresno County	Plant Palm Trees, Kearney Blvd. between Marks and Westlawn Aves.	\$ 1,486,400	20300000458	FRE071813
Transportation Enhancement Activities Program	Fresno, City of	Rehabilitate 2nd Floor of Historic Santa Fe Depot, Santa Fe Ave. and Tulare St.	\$ 485,700	20300000459	FRE071805
Transportation Enhancement Activities Program	Fresno, City of	Median Island Landscaping, Clovis Ave. Between Kings Canyon and McKinley Aves.	\$ 165,000	20300000460	FRE071806
Transportation Enhancement Activities Program	Fresno, City of	Median Island Enhancement, Shields Ave. Between Palm Ave. and BNSF Railroad.	\$ 105,000	20300000461	FRE071807
Transportation Enhancement Activities Program	Fresno, City of	Install and landscape median island, Ventura Ave. between Broadway and SR99.	\$ 185,900	20300000466	FRE071804
Transportation Enhancement Activities Program	Fresno, City of	Sugar Pine Trail Improvements, Between Nees & Chestnut Aves.	\$ 154,100	10300000222	FRE041817
Transportation Enhancement Activities Program	Kingsburg, City of	In the City of Kingsburg, on 18th Avenue, from Hayward Street to Stroud Avenue. Construct median island with landscaping and irrigation.	\$ 420,200	20300000462	FRE071808
Transportation Enhancement Activities Program	Kingsburg, City of	Install and landscape median island, Sierra Street between Behler Ave. and SR99.	\$ 282,400	20300000463	FRE071809
Transportation Enhancement Activities Program	Mendota, City of	Beautification/Reconstruction of Derrick Ave. (SR233) 7th St. Intersection.	\$ 752,300	10300000229	FRE041819
Transportation Enhancement Activities Program	Selma, City of	In Selma, along the Consolidated Irrigation District's Selma Branch Canal from Floral Avenue to Lincoln Middle School. Construct class I bicycle path.	\$ 283,600	20300000464	FRE071810
Transportation Enhancement Activities Program	Selma, City of	Class I Bikeway and two Rest areas, between North and Third Streets.	\$ 765,800	20300000465	FRE071811
Transportation Enhancement Activities Program	Selma, City of	Class I Bikeway, Selma Branch Canal between Floral Ave. and Stillman Street.			

2007 RTP Amendment #1
 Exhibit 5-6(a) Financially Unconstrained Projects

Jurisdiction/ Agency	Facility Name/Route	Project Limits	Type of Improvement	Estimated Cost	Proposed Open to Traffic Date						
					2010	2011	2014	2017	2020	2023	2030
Selma	SR 99/Mountain View Ave.	1000 ft. north to 1000 ft. south on SR 99; 800 ft. east and 800 ft. west on Mountain View Avenue	Construct interchange improvements at SR 99 and Mountain View Avenue	\$45,000,000.00			X				
Selma	SR 99/Dinuba Avenue	0.5 mi. N of SR99/Floral Ave. Undercrossing to 0.5 mi. S of SR99/Manning Ave. Overcrossing	Construct local interchange on SR 99 at Dinuba Avenue Alignment	\$60,000,000.00			X				
Kingsburg	SR 99/Bethel Ave.	1000 ft. north to 1000 ft. south on SR 99; 1000 ft. east and 1000 ft. west on Bethel Avenue	Construct interchange improvements including structure replacement, widening, ramp signalization, and railroad grade separation	\$97,000,000.00			X				
Kingsburg	SR 99/Mendochno Ave.	1000 ft. north to 800 ft. south on SR 99; 1000 ft. east and 800 ft. west on Mendochno Avenue	Construct interchange improvements including structure replacement, widening, ramp signalization, and railroad grade separation	\$63,000,000.00			X				
City of Fresno (FAX)	Ventura/Kings Canyon		Bus Rapid Transit along Ventura Ave. and Kings Canyon Ave.	\$35,000,000.00			X				

Exhibit 5-10

MEASURE "C" EXTENSION PLAN Multi-Modal Funding Allocation Program

MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	20 YEAR MEASURE "C" FUNDING TOTAL	AVERAGE ANNUAL MEASURE "C" FUNDING TOTAL	% OF MEASURE "C" FUNDING
	\$1,714,400,000	\$85,720,000	100.00%
FUNDING ALLOCATION PROGRAMS			
1. Regional Public Transit Program	\$412,100,000	\$20,605,000	24.0%
<i>Public Transit Agencies</i>	<i>\$337,100,000</i>	<i>\$16,855,000</i>	<i>19.7%</i>
Fresno Area Express (FAX)	\$235,000,000	\$11,750,000	13.7%
Clovis Transit	\$33,700,000	\$1,685,000	2.0%
Fresno County Rural Transit Agency (FCRTA)	\$68,400,000	\$3,420,000	4.0%
<i>Public Transportation Infrastructure Study (PTIS) / Transit Consolidation</i>	<i>\$5,100,000</i>	<i>\$255,000</i>	<i>0.3%</i>
<i>ADA / Seniors / Paratransit</i>	<i>\$13,700,000</i>	<i>\$685,000</i>	<i>0.8%</i>
<i>Farmworker /Car/Van Pools</i>	<i>\$19,900,000</i>	<i>\$995,000</i>	<i>1.2%</i>
Farmworker Van Pools	\$9,950,000	\$497,500	0.6%
Car/Van Pools	\$9,950,000	\$497,500	0.6%
<i>New Technology Reserve (If construction is not imminent in 15 years, money will be reallocated based on greatest need)</i>	<i>\$36,300,000</i>	<i>\$1,815,000</i>	<i>2.1%</i>
2. Local Transportation Program	\$593,600,000	\$29,680,000	34.6%
<i>Local Allocation</i>	<i>\$525,300,000</i>	<i>\$26,285,000</i>	<i>30.6%</i>
Street Maintenance (50% of Local Allocation)	\$262,650,000	\$13,132,500	15.3%
ADA compliance (1.75% of Local Allocation) ¹	\$9,192,750	\$459,638	0.5%
Flexible Funding (48.25% of Local Allocation)	\$253,457,250	\$12,672,863	14.8%
<i>Pedestrian/Trails</i>	<i>\$53,300,000</i>	<i>\$2,665,000</i>	<i>3.11%</i>
Urban (Clovis and Fresno Spheres of Influence)	\$37,000,000	\$1,850,000	2.16%
Rural	\$16,300,000	\$815,000	0.95%
<i>Bicycle Facilities</i>	<i>\$15,000,000</i>	<i>\$750,000</i>	<i>0.9%</i>
3. Regional Transportation Program	\$520,800,000	\$26,040,000	30.4%
Urban (50%)	\$261,900,000	\$12,895,000	14.7%
Rural (50%)	\$261,900,000	\$12,895,000	14.7%
Fresno Airports	\$17,000,000	\$850,000	1.0%
4. Alternative Transportation Program	\$102,500,000	\$5,125,000	6.0%
<i>Rail Consolidation (If construction is not imminent in 15 years, money will be used for grade separations instead)</i>	<i>\$102,500,000</i>	<i>\$5,125,000</i>	<i>6.0%</i>
5. Environmental Enhancement Program	\$59,800,000	\$2,990,000	3.5%
School Bus Replacement	\$39,900,000	\$1,995,000	2.3%
Transit Oriented Infrastructure for In-Fill ²	\$19,900,000	\$995,000	1.2%
6. Administration/Planning Program	\$25,600,000	\$1,280,000	1.5%
Fresno County Transportation Authority (FCTA)	\$17,000,000	\$850,000	1.0%
Council of Fresno County Governments (Fresno COG)	\$8,600,000	\$430,000	0.5%

¹ Jurisdictions receiving less than \$200,000 annually from the total local transportation funds available will be exempt from the provision. (Likely exempt jurisdictions would be Firebaugh, Fowler, and San Joaquin).

² Name of Funding Program to be determined.

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

**Exhibit 5-11
2007 RTP Amendment #1
Financial Constraint Summary**

**Projected Revenues
(includes 3% annual inflation)**

Funding Source	Life of RTP (24 Year)
Federal	\$1,201,268,589
State	\$2,169,679,605
Local	\$1,815,900,000
Total Revenue (All Sources)	\$5,176,848,194

Projected Expenditures

	Life of RTP (24 Year)
FY 2008/09-2011/12 Federal Transportation Improvement Program	\$287,071,000
Financially Constrained List of RTP Projects-Modeled for Air Quality Conformity	\$2,526,850,000
2006 Measure C Extension Expenditure Plan	\$1,700,000,000
Total Expenditures (All Sources)	\$4,629,711,000