

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Golden State Corridor Infrastructure Improvements

Resolution LPP-P-2021-14B

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *Golden State Corridor Infrastructure Improvements*, effective on, June 23, 2021 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Fresno County Transportation Authority*, and the Implementing Agency, *County of Fresno*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its December 2, 2020 meeting the Commission approved the Local Partnership Program (Competitive), and included in this program of projects the *Golden State Corridor Infrastructure Improvements*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated
- Resolution G-20-79, "Adoption of Program of Projects for the Local Partnership Program", dated December 2, 2020
- Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
- Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's Local Partnership Program (Competitive), Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The Fresno County Transportation Authority agrees to secure funds for any additional costs of the project.
- 4.6 Fresno County agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 Fresno County agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

The state will not cover costs in the event of a cost overrun.

Attachments:

- Exhibit A: Project Programming Request Form
- Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Golden State Corridor Infrastructure Improvements

Resolution LPP-P-2021-14B

Mike Leonardo

Mike Leonardo (Apr 27, 2021 08:48 PDT)

Mike Leonardo

Apr 27, 2021

Date

Executive Director

Project Applicant

Steven E White

Steven E White (Apr 27, 2021 08:28 PDT)

Steven E. White

Apr 27, 2021

Date

Director

Implementing Agency

Diana Gomez

Diana Gomez

04/30/2021

Date

District Director

California Department of Transportation

Toks Omishakin

Toks Omishakin

5.19.21

Date

Director

California Department of Transportation

Mitchell Weiss

Mitchell Weiss

07/07/21

Date

Executive Director

California Transportation Commission

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	05/13/2021 17:56:18	
Programs <input type="checkbox"/> LPP-C <input checked="" type="checkbox"/> LPP-F		<input type="checkbox"/> SCCP	<input type="checkbox"/> TCEP	<input type="checkbox"/> STIP	<input type="checkbox"/> Other		
District	EA	Project ID	PPNO	Nominating Agency			
06			7062	Fresno County Transportation Authority			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Fresno				Fresno Council of Governments			
				MPO	Element		
				COFCG	Local Assistance		
Project Manager/Contact			Phone	Email Address			
Peggy Arnest			559-233-4148	parnest@fresnocog.org			

Project Title

Golden State Corridor Infrastructure Improvements and Economic Development Project

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

In the cities of Fowler, Selma and Kingsburg, a 14.1 mile project to reconstruct and rehabilitate pavement, realign intersections, install three traffic signals, add vehicle turn lanes, construct roadway medians, provide crosswalk improvements, install sidewalk across RR tracks, add RR safety features, improve drainage facilities, install ADA compliant facilities upgrades, install street lights, guardrails, and landscaping, rehabilitate bike lane pavement, upgrade to buffered bike lanes and provision for connectivity to potential future ATP projects.

Component	Implementing Agency
PA&ED	Fresno Council of Governments
PS&E	Fresno Council of Governments
Right of Way	City of Kingsburg
Construction	Fresno County Transportation Authority

Legislative Districts

Assembly:	31	Senate:	12,14	Congressional:	21
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	03/01/2010	03/01/2010
Circulate Draft Environmental Document Document Type ND/MND	12/07/2011	12/07/2011
Draft Project Report	09/15/2011	09/15/2011
End Environmental Phase (PA&ED Milestone)	04/26/2012	04/26/2012
Begin Design (PS&E) Phase	04/22/2016	04/22/2016
End Design Phase (Ready to List for Advertisement Milestone)	12/31/2020	12/31/2020
Begin Right of Way Phase	04/22/2016	04/22/2016
End Right of Way Phase (Right of Way Certification Milestone)	05/31/2021	05/31/2021
Begin Construction Phase (Contract Award Milestone)	06/30/2021	06/30/2021
End Construction Phase (Construction Contract Acceptance Milestone)	10/31/2024	10/31/2024
Begin Closeout Phase	11/01/2024	11/01/2024
End Closeout Phase (Closeout Report)	05/01/2025	05/01/2025

Date 05/13/2021 17:56:18

Purpose and Need

Currently much of the roadway is in very poor condition. The overall PCI is 51, but many sections are under 30 and quite a few are under 20. The project will fully rehabilitate the pavement, improve safety and accessibility at intersections by adjusting geometrics and landscaping to optimize operations and sight distance. The project is designed to help improve safety for all modes, revitalize the corridor and stimulate economic opportunity in these small, disadvantaged communities in southern Fresno County.

NHS Improvements YES NO Roadway Class 2 Reversible Lane Analysis YES NO
 Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Sidewalk miles	Miles	1.15
Pavement (lane-miles)	Local road - reconstructed	Miles	5.44
ADA Improvements	New curb ramp installed	EA	89
ADA Improvements	Install new detectable warning surface	SQFT	1,017
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	51.54
Operational Improvement	Shoulder widening	EA	4
Operational Improvement	Turn pockets constructed	EA	69
Operational Improvement	Curve and vertical alignment corrections	EA	1

Additional Information

Performance Indicators and Measures													
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change							
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	18.7	18.7	0							
			VMT per Capita	23,511,221	23,511,221	0							
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	2,489	0	2,489							
			Hours per Capita	1.214	0	1.214							
LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	0	0	0								
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	0	0	0							
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	0	0	0							
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0	0	0							
			PM 10 Tons	0	0	0							
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO ₂)	Tons	0	0	0							
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	0	0	0							
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SO _x)	Tons	0	0	0							
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	0	0	0							
Safety	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NO _x)	Tons	0	0	0							
			Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	7	7	0				
						LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	3	8	-5		
								LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	1.792	4.74	-2.948
										LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	5
LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number										2.974	5.93
		Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number							148,313	148,313
					LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number					1,768	1,768
							LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%			0	0
		Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)					Number	517	0	517	
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP				Cost Benefit Ratio	Ratio			3.4	0	3.4		
		System Preservation Pavement	LPPC, LPPF	Pavement Condition Index		Index	51	100	-49				
Rating	Poor				Good								

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Bridges	LPPF, LPPC	Bridge Deck Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Superstructure Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Substructure Rating	Rating	NA	NA	
Noise Level (Soundwalls Only)	LPPC, LPPF	Number of Receptors	Number	0	0	0
	LPPC, LPPF	Properties Directly Benefited	Number	0	0	0
	LPPC, LPPF	Number of Decibels	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
06	Fresno				7062

Project Title
 Golden State Corridor Infrastructure Improvements and Economic Development Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Fresno Council of Governments
PS&E	5,710							5,710	Fresno Council of Governments
R/W SUP (CT)									City of Kingsburg
CON SUP (CT)	4,522							4,522	Fresno County Transportation Autho
R/W	100							100	City of Kingsburg
CON	36,753							36,753	Fresno County Transportation Autho
TOTAL	47,085							47,085	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E	5,710							5,710	
R/W SUP (CT)									
CON SUP (CT)	4,522							4,522	
R/W	100							100	
CON	36,753							36,753	
TOTAL	47,085							47,085	

Fund #1:	Local Funds - Fresno County Measure C (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Fresno County Transportation Autho
PS&E	5,710							5,710	
R/W SUP (CT)									
CON SUP (CT)	4,522							4,522	
R/W	100							100	
CON	29,753							29,753	
TOTAL	40,085							40,085	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E	5,710							5,710	
R/W SUP (CT)									
CON SUP (CT)	4,522							4,522	
R/W	100							100	
CON	29,481							29,481	
TOTAL	39,813							39,813	

Fund #2:	State SB1 LPP - Local Partnership Program - Competitive program (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.210.210
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									\$7M of LLP-c is programmed for FY20/21 in CON phase
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	7,000							7,000	
TOTAL	7,000							7,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	7,000							7,000	
TOTAL	7,000							7,000	
Fund #3:	State SB1 LPP - Local Partnership Program - Formula distribution (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 6
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	272							272	
TOTAL	272							272	

Complete this page for amendments only

Date 05/13/2021 17:56:18

District	County	Route	EA	Project ID	PPNO
06	Fresno				7062

SECTION 1 - All Projects

Project Background

Print ePPR for baseline agreement

Programming Change Requested

Print ePPR for baseline agreement

Reason for Proposed Change

Print ePPR for baseline agreement

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

Print ePPR for baseline agreement

Other Significant Information

Print ePPR for baseline agreement

SECTION 2 - For SB1 Project Only

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

Print ePPR for baseline agreement

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Exhibit B

Project Report

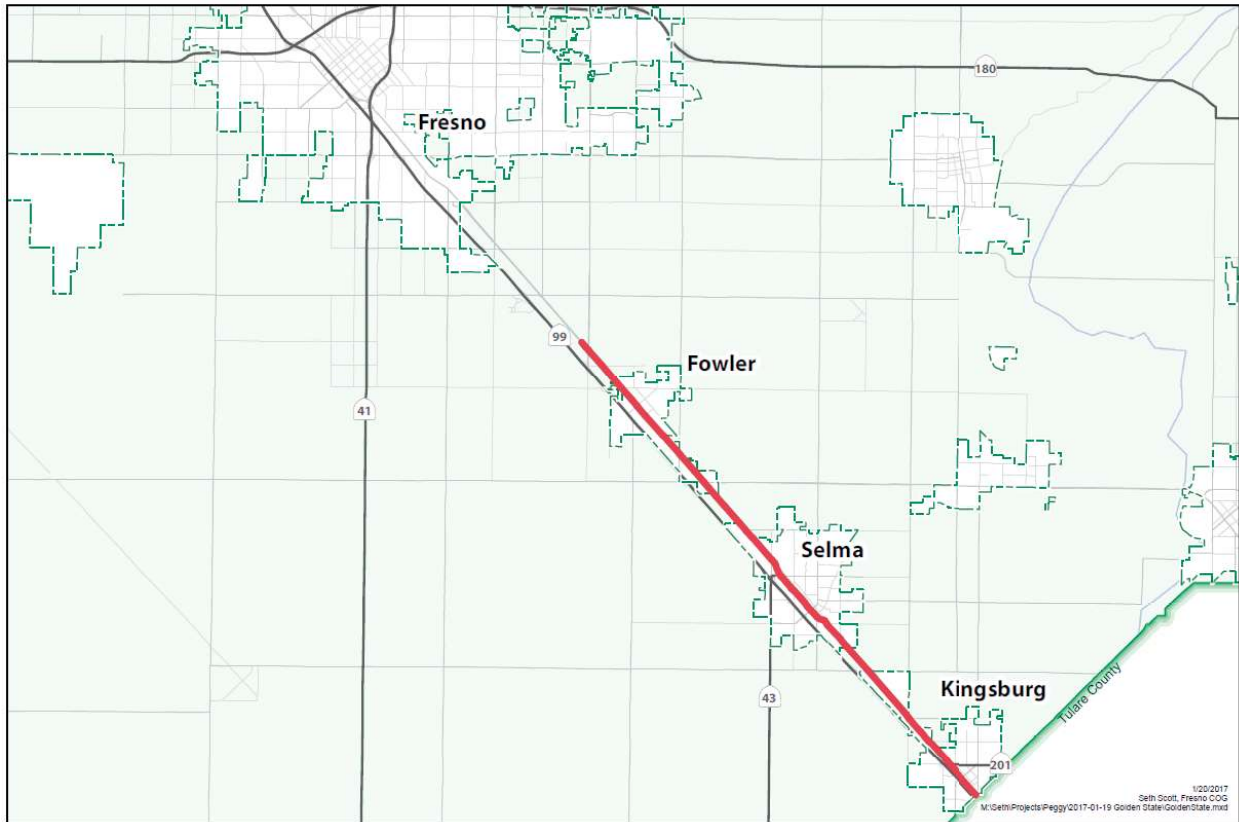
Fresno County Department of Public Works and Planning

and Fresno County Transportation Authority

April 2021

**Golden State Corridor
Infrastructure Improvements and Economic
Development Project**

Vicinity Map



1. Introduction:

Project Title: Golden State Corridor
Infrastructure Improvements and Economic Development Project

2. Background:

Golden State Boulevard's history dates back to 1909 when State Route 4 was established to connect Los Angeles to Sacramento. In 1926, it was redesignated as State Route 99. In the 1950s and 60s, state officials constructed a new State Route 99 freeway/expressway to the west of its historic location within Fresno County. The old route, Golden State Boulevard, was relinquished to the local agencies along the corridor. Portions of Golden State Boulevard, or "Old 99" continue to exist in several San Joaquin Valley counties.

On April 17, 2001, the Fresno County Board of Supervisors officially accepted a request by the cities of Fowler, Selma and Kingsburg to partner with them in a joint planning effort to improve and develop the Golden State Corridor. On April 23, 2002, the Board of Supervisors, acting to implement the economic development element of the County's General Plan, began pursuing opportunities like the GSB project. The County applied for and received a LEGACI grant, which was used to develop the community vision for the Golden State Corridor. This visioning and concept development project was completed in April 2003, and included a robust community participation component involving surveys and focus groups in each of the three cities.

In recognition of this "Main Street" role, Fresno Council of Governments in 2010 commissioned a "Golden State Corridor Design Guidelines Manual" (GSCDGM) to "... enhance the character and sense of place along this corridor while reconnecting to its historic past." The report was comprehensive in its scope, making recommendations for a wide variety of corridor improvements, including: economic development, housing, aesthetics, pedestrian and bicycle facilities, and road improvements.

This "complete streets" project is located on Golden State Boulevard, a 14.1 mile stretch of historic Highway 99 generally from American Avenue in Fresno County south to Mission Street in the City of Kingsburg. The project area will pass through the cities of Fowler, Selma, and Kingsburg, and some unincorporated areas in Fresno County, but within the sphere of influence of one of the three cities. Improvements will include: pavement rehabilitation; intersection signalization and turning lanes; sidewalks, crosswalks and median improvements; street lighting; drainage facilities; buffered bike lanes; landscaping, and; provisions for connectivity to potential future ATP projects. All four local agencies have been fully involved in developing this project and its various features.

This project will improve Golden State Boulevard's condition and safety, as well as its cross streets and numerous Union Pacific Railroad crossings. It will eliminate roadway and sidewalk flooding during rain events, and improve bicycle and pedestrian safety. It will help to stimulate affordable housing and economic development along the corridor by beautifying key entry points into the communities, and by softening the industrial nature of Old Highway 99. These benefits will result in quality of life improvements and create better economic opportunities for the rural area's residents.

3. Purpose and Need:

The 2006 Measure C Expenditure Plan included a project to address pavement conditions, safety, and pedestrian and bicycle access along the GSB corridor. In 2009, Fresno COG released an RFP for the initial phase, which included producing the design guidelines, as well as preparing the preliminary engineering design plans and environmental documents. In 2009, Measure C authorized starting on the PA&ED as a part of its (rural) Regional Transportation Program. PA&ED was completed in 2012. Fresno COG approved the CEQA document on April 26, 2012.

Due to the recession in the late 2000s, anticipated revenues for this project were less than originally anticipated, resulting in a reduction in scope. The final design phase began in 2015. This project remains a top priority for the region and the three communities that rely on GSB.

This project will meet many of the GSCDGM’s objectives, including: pavement preservation and improvement; increased safety through intersection signalization, channelization, and freight-rail grade-crossing improvements; streetlights; accommodating non-motorized vehicles and pedestrians, and; entrance landscaping to help define each community’s unique character. These improvements will not only preserve infrastructure and improve safety, but also provide a catalyst for commercial and affordable housing development along the corridor. Pavement preservation, pedestrian and bicycle facilities, entrance treatments and the ability to stimulate economic development and affordable housing all make this a “complete streets” solution for these south Fresno County communities.

4. Funding, Programming & Estimate

Fresno COG’s consultant has developed a project estimate as a part of its final design effort. This project is scheduled for contract advertisement within FY 21-22. FCTA’s executive director has approved the estimate.

Component	Prior	FY 20-21	Total
E&P (PA&ED)	\$0	\$0	\$0
PS&E	\$5,710	\$0	\$5,710
R/W SUP (CT)	\$0	\$0	\$0
CON SUP (CT)	\$0	\$4,522	\$4,522
R/W	\$0	\$100	\$100
CON	\$0	\$36,753	\$36,753
Proposed Total Project Cost (\$1,000s)	\$5,710	\$41,375	\$47,085
Revenues	Prior	FY 20-21	Total

Local Measure C Funding	\$5,710	\$34,103	\$40,085
Local Partnership Program - Competitive		\$7,000	\$7,000
Local Partnership Program - Formulaic		\$272	\$272
Total Revenues (\$1,000s)	\$5,710	\$41,375	\$47,085

5. Project Schedule

Project Milestone	Proposed
Project Study Report Approved	
Begin Environmental (PA&ED) Phase	Complete
Circulate Draft Environmental Document	Complete
Draft Project Report	Complete
End Environmental Phase (PA&ED Milestone)	Complete
Begin Design (PS&E) Phase	Complete
End Design Phase (Ready to List for Advertisement Milestone)	06/30/21
Begin Right of Way Phase	Complete
End Right of Way/Utility Phase	7/15/21
Begin Construction Phase (Contract Award Milestone)	11/15/21
End Construction Phase (Construction Contract Acceptance Milestone)	12/31/24
Begin Closeout Phase	01/01/25
End Closeout Phase (Closeout Report)	07/02/25

6. Project Risks

The project's environmental phase is complete. The project is nearing final design. There are no issues or risks related to the final design effort. Areas of risk include:

- Utility relocation – Because of geometric changes, there are two intersections that will require utility relocation. Coordination with utilities has been on-going.
- Railroad permit – Golden State Boulevard runs parallel to, and west of, the Union Pacific Railroad. The three cities are mostly to the east of the RR right-of-way. All work on intersection improvements within the railroad right-of-way require a permit. The project delivery team has engaged in negotiations with the railroad, and with some adjustments to the scope or work, obtaining the necessary permits is an unanticipated issue that is delaying and complicating the project. Eleven intersections require GO-88b's. The most challenging issue that is delaying the project is as follows: At two intersections, (Sprout and Saginaw) UPRR and the CPUC are requesting traffic signals where the cities believe none are warranted. Updated traffic Counts have been ordered to re-evaluate this and negotiations with UPRR and CPUC are ongoing. If the traffic counts do not warrant signals, but CPUC and UPRR disagree, those locations may need to be omitted from the project. Alternatively, if traffic counts do warrant signals, some additional time may be needed to design the signals and have the design approved by CPUC and UPRR.

➤ Advertise and award – This is a straightforward design-bid-build project. The only risk involves bids arriving substantially overbudget. While not a desired outcome, Measure funds could be diverted from other priority rural projects to make up for a funding shortfall. If bids were too far beyond available funds, the project would need to be rescope and readvertised, causing an unavoidable delay. Due to the large size of the project, additional time is included between advertise and award (90 days) to account for addendums that may extend the bid opening beyond the typical 30 days, and for bid protests which could delay the project’s award.

7. Project Benefits

A. Air Quality & Greenhouse Gases

This project was included in Fresno COG’s 2018 Regional Transportation Plan, SCS and constrained project list. The 2018 RTP/SCS meets CARB’s greenhouse gas reduction targets for the region. Although the Cal-B/C models the emissions reductions to remain flat, overall community impacts are expected to be positive, especially for residents in disadvantaged communities. The Golden State Boulevard project includes a wide range of facilities to mitigate potential air quality impacts, including: pavement rehabilitation, intersection signalization and channelization, sidewalk, crosswalk and median improvements, street lighting, drainage facilities, bicycle lanes, landscaping. This project will improve safety for motorized and non-motorized users and promote alternative modes of transportation, including active modes.

This “complete streets” project on historic Highway 99 will include pavement rehabilitation, intersection signalization and channelization, sidewalk, crosswalk and median improvements, street lighting, drainage facilities, bicycle lanes, landscaping, and provisions for connectivity to potential future ATP projects. These improvements resulted from a “bottoms up” effort by the three communities located along this corridor.

B. Disadvantaged Communities

The Golden State Corridor project is located in various Census tracts: No. 16, 17, 70.02, 70.03, 70.04 71, 72.01 and 73. Seven of eight Census tracts are considered disadvantaged communities, and half of the tracts are considered low-income and disadvantaged as defined by the CalEnviroScreen 3.0 tool (CES 3.0). Many areas surrounding the project are also identified as disadvantaged and low-income. This project will improve Golden State Boulevard’s condition, safety and its cross streets, as well as numerous crossings of the Union Pacific Railroad. It will eliminate roadway and sidewalk flooding during rain events, and it will improve bicycle and pedestrian safety. It will help to stimulate affordable housing and economic development along the corridor by beautifying key entry points into the communities, and by softening the industrial nature of Old Highway 99.

These benefits will result in quality of life improvements and create increased economic opportunities for all residents. These diverse communities have and continue to implement plans, programs and projects to lift the area and its residents out of poverty. For businesses to invest in a community, the infrastructure must reflect the character and pride of that community. This project meets the goals of improving and preserving transportation infrastructure while also reflecting the

community values of these three cities. The project will not have any negative impacts to the community, nor will it cause displacement. The project largely stays within the current ROW and will improve and add needed safety infrastructure.