

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.5, Action

Prepared By: Kacey Ruggiero
Associate Deputy Director

Published Date: March 8, 2024

Subject: Adoption of the 2024 State Transportation Improvement Program,
Resolution G-24-29

Recommendation:

Staff recommends the California Transportation Commission (Commission) adopt the 2024 State Transportation Improvement Program (STIP).

Issue:

Staff recommends the Commission adopt the proposed 2024 STIP in accordance with Staff Recommendations presented under Reference No. 4.35 and made available to the Commission, the California Department of Transportation (Caltrans), regional agencies, and the public on March 1, 2024. Staff recommends that the Commission adopt the STIP consistent with the attached resolution, noting any specific changes, corrections, or exceptions to the March 1, 2024 Staff Recommendations. Attachment B includes the text and summary tables that are a part of the Staff Recommendations. The spreadsheet tables and their description that comprise the remainder of the Staff Recommendations can be found on the Commission's website at <https://catc.ca.gov/programs/state-transportation-improvement-program>.

Background:

Government Code Section 14529 requires the Commission to adopt the STIP no later than April 1 of each even-numbered year. The 2024 STIP covers a period of five years (2024-25 through 2028-29) and is the statement of intent by the Commission for the allocation of funds during those five years. When the Commission adopted the STIP Guidelines for the 2024 STIP, on August 16, 2023, it scheduled the STIP adoption for March 2024. State law requires that the Executive Director make the staff recommendations available to the Commission, Caltrans, and regional agencies, at least 20 days prior to the adoption of the STIP. This book item includes the Resolution adopting Staff Recommendations as well as the text and summary tables that are part of the Staff Recommendations. It does not include the 94 pages of spreadsheet tables

and their description that comprise the Staff Recommendations. On March 1, 2024, Commission staff made the full Staff Recommendations, including the 94 pages of spreadsheet tables that comprise the Staff Recommendations available on the Commission's website:

<https://catc.ca.gov/programs/state-transportation-improvement-program>.

Attachments:

- Attachment A: Resolution G-24-29
- Attachment B: Staff Recommendations, text only
- Attachment C: Errata (will be distributed prior to the meeting)
- Attachment D: Late Changes and Clarifications (will be distributed prior to the meeting)
- Attachment E: Comment Letters

**CALIFORNIA TRANSPORTATION COMMISSION
ADOPTION OF THE 2024 STATE TRANSPORTATION IMPROVEMENT PROGRAM**

RESOLUTION G-24-29

- 1.1 **WHEREAS**, Government Code Section 14529 requires the California Transportation Commission (Commission) to adopt biennially and submit to the Legislature and Governor a state transportation improvement program (STIP), and
- 1.2 **WHEREAS**, pursuant to Government Code Section 14529, the 2024 STIP is a five-year STIP, adding two new program years, 2027-28 and 2028-29, and
- 1.3 **WHEREAS**, pursuant to Government Code Section 14525, the Commission adopted the 2024 STIP Fund Estimate, on August 16, 2023, and
- 1.4 **WHEREAS**, pursuant to Government Code Section 14530.1, the Commission adopted amendments to the STIP guidelines, to be applicable to the 2024 STIP development process on August 16, 2023, and
- 1.5 **WHEREAS**, the 2024 STIP Fund Estimate provides \$1.674 Billion in net new STIP programming capacity, and
- 1.6 **WHEREAS**, the new capacity includes \$1.644 billion from the State Highway Account, \$73 million from the Public Transportation Account, and -\$44 million carryover from 2023-24, and
- 1.7 **WHEREAS**, the statutes define the STIP as a resource management document to assist the state and local entities to plan and implement transportation improvements and to utilize resources in a cost-effective manner, and
- 1.8 **WHEREAS**, the statutes make 75 percent of all new STIP funds available for the regional improvement program, subdivided by formula into county shares, with projects to be nominated by each regional agency in its regional transportation improvement program (RTIP), and
- 1.9 **WHEREAS**, the statutes make the remaining 25 percent of all new STIP funds available for the interregional improvement program, with projects to be nominated by the California Department of Transportation in its interregional transportation improvement program (ITIP) or, under limited circumstances, by a regional agency in its RTIP, and
- 1.10 **WHEREAS**, the Commission has received and reviewed the 2024 RTIPs and the 2024 ITIP submitted by December 15, 2023, as well as various amendments and corrections submitted subsequently, and

- 1.11 **WHEREAS**, pursuant to Section 14529, the Commission held two public hearings, one on January 24, 2024 and the other on February 1, 2024, for the purpose of reconciling any objections by any county or regional agency to the ITIP or the California Department of Transportation's objections to any RTIP, and has considered the testimony at those hearings along with further written and oral comments, and
- 1.12 **WHEREAS**, the total amount programmed in each fiscal year may not exceed the amount specified in the adopted fund estimate, and
- 1.13 **WHEREAS**, the Commission staff recommendations for the 2024 STIP were published and made available to the Commission, the California Department of Transportation, regional transportation agencies, county transportation commissions, and the public on March 1, 2024, and
- 1.14 **WHEREAS**, the staff recommendations conform to the fund estimate and other requirements of statute for the STIP.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED**, that the Commission hereby adopts the 2024 STIP to include the program described in the staff recommendations, including the attachments to this resolution, and
- 2.2 **BE IT FURTHER RESOLVED**, that, except as otherwise noted in the staff recommendations or this resolution, the 2024 STIP includes all projects remaining from the 2022 STIP, as currently amended, for which funding has not yet been allocated, and
- 2.3 **BE IT FURTHER RESOLVED**, that each of the local road and transit rehabilitation projects included in the staff recommendations or remaining from the prior STIP is included in the 2024 STIP, subject to verification by the Department of Transportation at the time of allocation by the Commission that the project meets the standard for rehabilitation and does not include ineligible maintenance costs, and
- 2.4 **BE IT FURTHER RESOLVED**, that the Commission intends that STIP rail and transit projects, including grade separations on passenger rail lines, be eligible for, and funded from the Public Transportation Account, if available, or, if eligible, from the state's Federal Surface Transportation Program apportionment, and
- 2.5 **BE IT FURTHER RESOLVED**, that if available funding is less than assumed in the fund estimate, the Commission may be forced to delay or restrict allocations using interim allocation plans, or, if available funding proves to be greater than assumed, it may be possible to allocate funding to some projects earlier than the year programmed, and

- 2.6 **BE IT FURTHER RESOLVED**, that Commission staff, in consultation with the California Department of Transportation and regional agencies, is authorized to make further technical changes in cost, schedules, and descriptions for projects in the 2024 STIP, consistent with the fund estimate, in order to reflect the most current information, or to clarify the Commission's programming commitments, and report any substantive changes back to the Commission for approval at the May 16-17, 2024 meeting.



2024 STATE TRANSPORTATION IMPROVEMENT PROGRAM

STAFF RECOMMENDATIONS

SUMMARY

The 2024 State Transportation Improvement Program (STIP) funds \$2.865 billion in intercity rail, transit, highway, local road, and active transportation projects throughout California. The 2024 STIP includes \$1.643 billion in new funding over a five-year period and \$1.222 billion in previously approved funding carried over from the 2022 STIP.

The STIP is not a competitive program and staff recommendations are composed of projects submitted as regional and state priorities.

The staff recommendations include a multimodal suite of projects, with \$677 million for rail, transit, and active transportation projects totaling about half of the new funding. The remaining projects include highway and local road improvements that increase safety across all modes, provide for the rehabilitation and reconstruction of local streets and roads, and make the existing highway system more efficient by building or converting High-Occupancy Vehicle/High-Occupancy Toll lanes and preferential truck lanes. In addition to the \$214 million in standalone active transportation projects, approximately 41 percent of funding for new projects that include highway and local road improvements include active transportation elements, such as crosswalks and bicycle lanes.

The attached staff recommendations include \$258.8 million for regional agency program administration and to cover cost increases to projects from the 2022 STIP, as well as \$1.384 billion of programming to new projects or phases of projects.

BACKGROUND

State law requires the Commission update the STIP biennially in even-numbered years, with each new STIP adding two years of new programming commitments. It also requires that the new available funding be divided with 75 percent to the regional program and 25 percent to the interregional program. The regional program is further subdivided by formula into county shares. Based on statutory funding levels, the 2024 STIP Fund Estimate identified \$1.674 billion in new STIP capacity. When added to the base of programming commitments from the 2022 STIP, the 2024 STIP will program a total of \$2.865 billion.

Only projects eligible under the STIP Guidelines are recommended for funding.

2024 STIP STAFF RECOMMENDATIONS

California Transportation Commission

March 1, 2024

This document presents the recommendations of the staff of the California Transportation Commission (Commission) for the 2024 State Transportation Improvement Program (STIP). Government Code Section 14529.3 requires that the Executive Director of the Commission make these recommendations available to the Commission, the California Department of Transportation (Caltrans), the Regional Transportation Planning Agencies and County Transportation Commissions at least 20 days prior to the Commission's adoption of the STIP. The Commission will receive comments on these recommendations and adopt the STIP at its March 21-22, 2024 meeting.

The STIP is a key planning document for funding state highway, active transportation, intercity rail, and transit improvements throughout California. State law requires the Commission to update the STIP biennially, in even-numbered years, with each new STIP adding two new years to prior programming commitments, 2027-28 and 2028-29 for the 2024 STIP.

Staff recommendations are based on the combined programming capacity for the Public Transportation Account (PTA) and State Highway Account (SHA) as identified in the 2024 STIP Fund Estimate adopted by the Commission on August 23, 2023. If available funding is less than assumed, the Commission may be forced to delay or restrict allocations using interim allocation plans. On the other hand, if available funding proves to be greater than assumed, it may be possible to allocate funding to projects earlier than the year programmed.

The Commission's adopted STIP may include projects that have been nominated by Caltrans in its Interregional Transportation Improvement Program (ITIP) and a regional agency in its Regional Transportation Improvement program (RTIP) and under certain conditions, a project nominated by a region in the ITIP. New available funding is divided with 75 percent of funds for projects in the regional program and 25 percent of funds for projects in the interregional program. The regional program is further subdivided by formula into county shares.

The 2024 STIP Guidelines allowed project nominations with uncommitted funds from the following Senate Bill (SB) 1 competitive programs: Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program. For projects that include uncommitted funding from the SB1 competitive programs that are unsuccessful in securing the funds with the adoption of the next Competitive programming cycle, the implementing agency must identify alternative funding within six months, otherwise, the project(s) will be deleted from the STIP.

If a project receives funding through a competitive program that is programmed in an earlier year than the STIP programming, the local agency may consider requesting an AB 3090 amendment. An AB 3090 amendment allows a local agency to deliver a

STIP project with their own funds in advance of the year in which the project is programmed in the STIP. The capacity from the advanced STIP project is then programmed as a direct cash reimbursement or a replacement project to the local agency in the year in which the project was scheduled or a later year.

For the 2024 STIP, the first four years of the STIP complete a four-year share period ending in 2027-28.

The total combined proposed programming for the 2024 STIP period was above the Fund Estimate levels by \$67.8 million. Additionally, the proposals for the first three years of the STIP period exceeded the capacity available per the Fund Estimate by \$961 million. Staff recommendations include proposed adjustments to the timing of projects to align programming each year with available capacity. In doing this, staff followed the following expectations and priorities approved by the Commission in the adopted 2024 STIP Guidelines: give priority to the reprogramming of projects from the 2022 STIP, as amended; projects that meet State highway and intercity rail needs; and projects that consider climate change.

Accordingly, the staff recommendations for the 2024 STIP include the following:

- Highways Local Roads, and Active Transportation. Staff recommendations include adding funding to 2022 STIP projects to address cost increases and programming new projects or phases of projects that make improvements on the state highway system and local roads, including active transportation improvements. Staff recommends many projects later than the year proposed in the RTIPs and ITIP to align the programming with the available capacity. Staff did not recommend two highway projects in the regional program: one project in San Mateo County did not have a full funding plan commitment which is not consistent with STIP Guidelines; and for the other project there was not sufficient statewide capacity to accommodate San Diego County's above Target proposal. New programming for Planning, Programming, and Monitoring (PPM) was allowed within the statutory limits.
- Transit and Rail. Staff recommendations include transit and rail projects. Due to the limited PTA funds identified in the 2024 STIP Fund Estimate, these projects must be eligible for SHA and/or Federal funding. Some of these projects are recommended for later years than proposed to align with available capacity. In the Interregional Program, staff added the proposed rail reserve to the existing rail reserve. The rail reserve serves as an available fund source for emergency rail allocations, per Resolution G-23-20, adopted by the Commission on May 17, 2023. In addition, the rail reserve can allow other rail projects to be added to the STIP through a STIP Amendment once all requirements are met.
- COVID Relief Funds. Staff recommendations do not include projects using COVID shares. COVID Relief shares were available for allocation through June 2024. Therefore, additional programming is no longer available.

The staff recommendations by project for each county and interregional share are listed on the pages that follow. The recommendations are based primarily on:

- The programming targets identified in the Fund Estimate, especially how the limited capacity in the first three years of the STIP period impacted proposed programming; and
- Project priorities and scheduling recommended by regional agencies in their RTIPs and by Caltrans in its ITIP; and
- Commission policies as expressed in the STIP guidelines, including:
 - Existing projects - reprogramming of projects from the 2022 STIP, as amended;
 - Cost increases - project cost increases requested in RTIPs and the ITIP;
 - New projects and phases proposed for the first time in the 2024 STIP.

2024 STIP FUND ESTIMATE

STIP proposals were submitted through the RTIPs and the ITIP, which were due to the Commission by December 15, 2023. The Commission subsequently held two public hearings, one on January 24, 2024 and the other on February 1, 2024.

The 2024 STIP Fund Estimate covered the five-year period of the 2024 STIP (2024-25 through 2028-29), and estimated total statewide new programming capacity of \$1.718 billion, including positive capacity in the SHA (\$1.644 billion) and PTA (\$242 million). Most of the new capacity is in the last two years of the STIP, 2027-28 and 2028-29.

Programming of the 2024 STIP includes \$1.148 billion to projects carried forward from the 2022 STIP and a new capacity of \$1.718 billion, for total of \$2.865 billion.

SUMMARY OF 2024 STIP CAPACITY

(\$ in millions)

	Carryover Capacity	New Capacity	Total
Public Transportation Account (PTA)	242	73	315
State Highway Account (SHA)	906	1,644	2,550
Total	\$1,148	\$1,718	\$2,865

Totals may not match the 2024 STIP Fund Estimate due to rounding.

The following table is a breakdown of the estimated capacity expected to be available over the 5-year STIP period by fiscal year:

SUMMARY OF 2024 STIP CAPACITY BY YEAR

(\$ in millions)

	2024-25	2025-26	2026-27	2027-28	2028-29	Total
PTA	105	60	60	50	40	315
SHA	525	525	500	500	500	2,550
Total	\$ 630	\$ 585	\$ 560	\$ 550	\$ 540	\$2,865

The Fund Estimate also identified a negative programming capacity of -\$44 million as carryover from 2023-24. This amount was added to the new programming capacity of \$1.718 billion to provide a net available programming capacity of \$1.674 billion for the 2024 STIP.

New programming capacity was determined in the Fund Estimate by estimating available revenues and deducting current commitments against those revenues. Programming capacity does not represent cash. It represents the level of programming commitments that the Commission may make to projects for each year within the STIP period. For example, cash will be required in one year to meet commitments made in a prior year, and a commitment made this year may require the cash over a period of years. The Fund Estimate methodology uses a cash flow

model, which schedules funding capacity based upon cash flow requirements and reflects the method used to manage the allocation of funding for capital projects.

STIP PROPOSALS

The Commission may include in the STIP only projects nominated by a regional agency in its RTIP or by Caltrans in its ITIP. Under certain conditions the Commission may program a project in the ITIP nominated by a regional agency. Total requests were above the available capacity by approximately \$67.8 million.

Except for projects that were not eligible and a region proposing above their target, all projects proposed are included in staff recommendations. However, the proposals for the first three years of the STIP period exceeded the capacity available identified in the Fund Estimate by approximately \$961 million. Therefore, staff recommendations reflect the delay of some proposed projects to the last two years of the STIP in order to stay within the funding available by fiscal year.

The following tables show project programming recommendations and reflect revisions since the preparation of the Commission Briefing Book for the STIP hearings, including updated information provided by regions and Caltrans.

RECOMMENDED STIP ACTIONS

Staff recommends the adoption of the 2024 STIP to include the specific projects and schedules shown in the spreadsheets at the end of this document and as further described in the following narrative. These recommendations identify specific project components and costs for each year of the 2024 STIP, with separate groupings for highway and local roads, rail and transit, and active transportation projects.

The table on page 1 identifies the total amounts recommended from each county and the interregional share for highway, local road, rail, and transit projects. The table sums the amounts recommended for each county and the interregional program by fiscal year and compares the amounts recommended to the total targets for each county and interregional share. It also compares the statewide total recommended by fiscal year to the statewide capacity by fiscal year.

The table on page 2 sums the recommendations for highway and local road projects, the table on page 3 sums the recommendations for rail and transit projects, and the table page 4 sums the recommendations for standalone active transportation projects.

The project recommendations are based primarily on:

- Meeting the programming targets identified in the Fund Estimate;
- Project priorities and scheduling recommended by regional agencies in their RTIPs and by Caltrans in its ITIP;
- The importance of Planning Programming and Monitoring to regional agencies; and

- Commission policies and priorities, including the following priorities articulated in the adoption of the 2024 STIP Guidelines:
 1. Reprogramming of projects from the 2022 STIP, as amended;
 2. Project cost increases requested in RTIPs and ITIP; and
 3. New projects.

Project Recommendations

The staff recommendations identify programming for specific projects and project components including delaying projects to remain within the capacity identified by fiscal year in the Fund Estimate.

The staff recommendations provide priority to reprogramming existing projects from the 2022 STIP, as amended, and retention of programming for Planning Programming and Monitoring within statutory limitations. The recommended schedule reflects the limits of Fund Estimate program capacity.

New funding recommended for the 2024 STIP includes:

North State:

- Standalone Active Transportation
 - Butte, Palermo Safe Routes to School, \$2.6 million
 - Humboldt, Bay to Zoo Trail, \$1.5
 - Lake, Lakeport Blvd Improvements Phase 1, \$894 thousand
 - Sacramento, Alta Arden Expressway Phase 1, \$4 million
 - Shasta, Victor Improvements, \$1 million
- Highway
 - El Dorado, Realign the State Route 50/Ponderosa Road Interchange, project will include bicycle and pedestrian facilities, \$12.4 million
 - Lake, Expressway Segment B project will redirect interregional traffic from the “main street” communities resulting in safer streets for the community and provide opportunity for active transportation, \$43.5 million
- Local Roads
 - Glenn Road improvements on Laurel Street, including drainage and sidewalks from Tehama Street to Lassen Street, \$1.1 million
 - Mendocino, Rehabilitate Mountain View Road to improve road unevenness and potholes for motor vehicles and cyclists, \$2 million
 - Modoc, Rehabilitate East 4th Street, curb ramp and gutter reconstruction and sidewalk upgrades, \$149 thousand
 - Plumas, Reconstruct the Graeagle-Johnsville Road, repair shoulders guardrails, and drainage, \$3 million
 - Siskiyou, Rehabilitate Knapp Street in the City of Yreka. The improvements will address severe deterioration and will provide opportunities for the community to access city parks and a high school, \$2.5 million

- Trinity, Replaces the Ripple Creek Bridge with a safer bridge up to Caltrans standards. The project will enhance the safety of pedestrians and cyclists, \$2.5 million
- Rail and Transit
 - Sacramento, Folsom Light rail Station Conversion, \$5 million
 - Sacramento, Sacramento City College Station, \$4.6 million

San Francisco Bay Area:

- Active Transportation
 - Santa Clara, Story-Keyes Complete Streets, \$27.7 million
 - San Mateo, Manor Drive Overcrossing Improvements, \$5 million
 - Santa Clara, Central Bikeway, \$30.7 million
- Highway
 - Santa Clara, Route 280/Wolfe Road Interchange Improvements will improve traffic operations and facilities for multimodal transportation, including bicycle, pedestrians, and high occupancy vehicle use, \$10 million
 - Sonoma, Mitigation Planting, Sierra Avenue to Windsor Road, \$9 million
- Rail and Transit
 - Alameda, Purchase 10 Zero Emission Buses, \$13.1 million
 - Contra Costa/San Francisco, New Flyer Midlife Overhaul Phase III, \$18.2 million

Central California:

- Standalone Active Transportation
 - Mono, Minaret Road Multi-Use Path, \$3 million
 - Santa Barbara, Santa Claus Lane Railroad Crossing and Beach Access Improvements Phase 2, \$11.5 million
 - Santa Cruz, Escalona Complete Streets, \$2.7 million
 - Tuolumne, Jamestown Safe, Healthy, and Equitable Streets Improvements, \$2.7 million
- Highway
 - Kern, Centennial Corridor SB Route 99 to WB Route 58 Connector will complete the final connector between SR 99 and SR 58 freeways interchange that will allow for truck and auto traffic to avoid the local street system for the transition from one highway to another, \$29 million
 - Kings, Route 198 and 9th Avenue Interchange will provide a new bridge structure that includes a Class II bike lane and sidewalk facilities. The bike and pedestrian facility will connect to other pedestrian facilities within the City of Handford, \$4.5 million
 - San Luis Obispo, Route 227 Operation Improvements Los Ranchos Road will install a roundabout intersection to relieve reoccurring traffic congestion and pedestrian crossing enhancements and signage. Provide safer access to a nearby elementary school, \$6.1 million
 - Santa Barbara, Route 101 Multimodal Corridor Segment 4E North-Cabrillo Interchange project will complete a gap on Rt 101 with an additional HOV

- lane in both directions dedicated to carpool and public transit which will improve safety, congestion, and interregional transit services, \$14.2 million
- Stanislaus, Route 132 West Phase 3A Operational Improvements will construct a freeway-to-freeway connector to realign the existing Route 132 away from local roadways. The project includes a Class IV protected bikeway, a Class II bike lane, and a grade separation, \$24.1 million
- Tulare, 6-Lane Delano-Pixley will widen Route 99. The project will provide significant safety benefits as well as to enhance freight mobility, \$4 million
- Local Road
 - Inyo, Rehabilitate State Line Road, improve striping, signage and other safety features for vehicles and bicyclists, \$1.7 million
 - Mono, Rehabilitate Northshore Drive including bike lanes, paint striping, sign replacement and minor drainage repairs to improve safety for vehicles and bicyclists. Northshore Drive provides an alternate route into and out of the Community of June Lake when SR 158 is closed for avalanche danger, \$4.4 million

Southern California:

- Standalone Active Transportation
 - Los Angeles, Valley Blvd Multi-modal/Safety Improvements, \$127.3 million
 - Orange, OC Loop Segment A (La Habra), \$20 million
 - Ventura, Camarillo Central Avenue Bike Lanes, \$4.6 million
- Highway
 - Riverside, Route 15 Express Lanes - Southern Extension will add two lanes in each direction to improve and manage traffic operations, including express bus services, congestion, and expand travel mode choice along the corridor, \$37.4 million
 - San Bernardino, replace 22 bridges on the National Trails Highway The project will benefit goods movement and services, as well as provide emergency detours due to extreme weather events, such as flash flooding, in rural disadvantaged communities, \$40.3 million
 - San Diego, Operational and Safety Improvements, \$30 million
- Local Road
 - Riverside, Route 10 Bypass will construct a local road to bypass Route 10, between the communities of Banning and Cabazon which currently do not have a local road connection. The project will include pedestrian and bike facilities, \$8.8 million
- Rail and Transit
 - Los Angeles, Buses, 100 Zero Emission Buses #3, \$200 million
 - Orange, Orange County Maintenance Facility, \$20 million
 - San Bernardino, Metrolink San Bernardino Double Track, \$56.3 million
 - San Diego, Carlsbad Village Trench Double Track, \$20.8 million
 - San Diego, San Dieguito Phase 2, \$62 million

UNCERTAINTIES FOR FUTURE FUNDING ALLOCATIONS

The 2024 STIP staff recommendations are consistent with the adopted 2024 Fund Estimate, as required by statute. Funding conditions may, and usually do, continue to change from the assumptions made in the Fund Estimate. The Commission and Caltrans will continue to monitor those conditions to determine ability to allocate funding to STIP projects. If available funding is less than was assumed in the Fund Estimate, the Commission may be forced to delay or restrict allocations through the use of allocation plans. On the other hand, if available funding proves to be greater than was assumed in the Fund Estimate, it may be possible to allocate funding to some projects sooner than the year programmed.

APPENDIX TO 2024 STIP STAFF RECOMMENDATIONS

The tables on the following pages are included with these recommendations for information and reference. Three statewide summary tables and separate project listings for each of the 59 county shares and the interregional share are provided.

SUMMARY TABLES

The four statewide summary tables are:

- **Staff Recommendations by County**. Includes, for each county share and the interregional program, the net new programming recommended by fiscal year. At the bottom of the table is a comparison of the statewide total recommended to the year-by-year capacity for new programming.
- **Staff Recommendations, Highway and Local Road Projects (Including multimodal projects)**. Includes, for each county share and the interregional program, the net new programming recommended for highway, local roads, and active transportation projects by fiscal year.
- **Staff Recommendations, Rail and Transit Projects**. Includes, for each county share and the interregional program, the net new programming recommended for rail and transit projects by fiscal year.
- **Staff Recommendations, Active Transportation Projects**. Includes, for each county share and the interregional program, the net new programming recommended for active transportation projects by fiscal year.

COUNTY AND INTERREGIONAL TABLES

The separate tables for each of the county shares and the interregional share are posted on the Commission's website:

<https://catc.ca.gov/programs/state-transportation-improvement-program>

SUMMARY OF 2024 STIP STAFF RECOMMENDATIONS BY COUNTY

(\$1,000's)

County	Program Total	Totals Programmed by Year						FE Target	Under (Over) Target
		Prior	24-25	25-26	26-27	27-28	28-29		
Alameda	64,236	0	36,450	(12,617)	6,022	20,513	13,868	64,236	0
Alpine	1,223	0	3	20	0	0	1,200	1,273	50
Amador	3,580	0	2,050	1,530	0	0	0	4,632	1,052
Butte	9,330	0	165	8,840	40	151	134	8,433	(897)
Calaveras	1,117	0	0	0	0	1,077	40	1,117	0
Colusa	0	0	0	0	0	0	0	2,553	2,553
Contra Costa	43,154	0	(1,721)	17,037	(2,016)	20,017	9,837	43,154	0
Del Norte	105	0	11	10	11	38	35	0	(105)
El Dorado CTC	31,726	0	30	16,211	31	12,605	2,849	11,135	(20,591)
Fresno	43,433	0	(42,346)	42,346	0	42,893	540	43,433	0
Glenn	1,202	0	460	(728)	1,470	0	0	1,292	90
Humboldt	10,555	0	5,248	1,794	1,302	1,334	877	9,297	(1,258)
Imperial	777	0	77	82	82	279	257	24,630	23,853
Inyo	2,099	0	25	45	45	1,921	63	2,742	643
Kern	33,420	0	1,890	5,530	0	25,500	500	46,349	12,929
Kings	4,500	0	4,500	0	0	0	0	371	(4,129)
Lake	188	0	(68)	(86)	214	66	62	5,746	5,558
Lassen	6,120	0	(364)	3,240	2,580	80	584	8,062	1,942
Los Angeles	216,817	0	(7,000)	537	9,747	8,630	204,903	216,817	0
Madera	308	0	34	35	35	107	97	2,239	1,931
Marin	965	0	229	0	571	34	131	0	(965)
Mariposa	0	0	0	0	0	0	0	2,188	2,188
Mendocino	17,507	0	2,092	1,224	13,925	131	135	11,731	(5,776)
Merced	16,586	0	(29,616)	58	58	45,906	180	16,586	0
Modoc	897	0	608	195	47	47	0	3,775	2,878
Mono	8,280	0	505	3,125	100	4,550	0	9,097	817
Monterey	15,515	0	23,591	(23,436)	14,831	276	253	15,515	0
Napa	2,632	0	(1,129)	1,179	2,402	95	85	0	(2,632)
Nevada	4,568	0	4,391	6	41	65	65	5,431	863
Orange	84,272	0	(95,338)	99,238	0	61,002	19,370	71,965	(12,307)
Placer TPA	610	0	66	66	66	210	202	0	(610)
Plumas	5,316	0	(1,380)	2,730	3,858	54	54	3,630	(1,686)
Riverside	59,788	0	14,085	7,179	(14,617)	38,016	15,125	59,788	0
Sacramento	35,235	0	13,485	9,469	3,028	8,548	705	66,606	31,371
San Benito	223	0	0	58	58	57	50	0	(223)
San Bernardino	105,358	0	440	441	10,641	14,295	79,541	105,358	0
San Diego	254,156	(2,250)	25,700	33,730	138,609	41,691	16,676	74,241	(179,915)
San Francisco	37,590	0	0	(10,642)	1,874	45,989	369	37,590	0
San Joaquin	38,440	0	196	(12,929)	50,591	195	387	44,617	6,177
San Luis Obispo	16,289	0	(11,161)	2,676	16,480	8,294	0	17,613	1,324
San Mateo	7,710	0	113	113	1,711	5,405	368	39,000	31,290
Santa Barbara	19,352	0	95	18,523	96	332	306	20,122	770
Santa Clara	21,943	0	(4,999)	0	(14,038)	40,762	218	21,943	0
Santa Cruz	8,602	0	2,816	1,547	3,947	150	142	8,602	0
Shasta	2,274	0	46	50	1,854	169	155	7,323	5,049
Sierra	(218)	0	8	(291)	9	29	27	1,640	1,858
Siskiyou	6,772	0	(1,445)	4,450	393	754	2,620	6,802	30
Solano	1,631	0	36	84	1,028	256	227	0	(1,631)
Sonoma	20,565	0	0	3,100	1,637	15,567	261	17,499	(3,066)
Stanislaus	16,482	0	24,190	(8,375)	82	292	293	16,482	0
Sutter	1,005	0	83	(3,129)	3,922	67	62	3,205	2,200
Tahoe RPA	165	0	33	33	33	35	31	1,209	1,044
Tehama	1,129	0	334	(52)	(32)	879	0	15,180	14,051
Trinity	2,702	0	545	2,000	100	0	57	5,442	2,740
Tulare	24,432	0	6,182	0	(1,900)	20,150	0	21,032	(3,400)
Tuolumne	2,888	0	2,719	19	20	68	62	5,494	2,606
Ventura	6,010	0	137	4,804	137	487	445	107,857	101,847
Yolo	16,779	0	2,772	9,139	41	4,695	132	13,251	(3,528)
Yuba	(8,574)	0	16	(8,709)	16	53	50	6,609	15,183
Statewide Regional	1,329,766	(2,250)	(20,111)	221,499	261,182	494,816	374,630	1,361,934	32,168
Interregional Program	313,668	(5,996)	78,944	9,300	41,420	48,000	142,000	312,076	(1,592)
TOTAL	1,643,434	(8,246)	58,833	230,799	302,602	542,816	516,630	1,674,010	30,576

Cumulative Programmed	(8,246)	50,587	281,386	583,988	1,126,804	1,643,434
Cumulative Capacity	(43,613)	53,856	288,840	584,010	1,134,010	1,674,010
Cumulative Under (Over) Fund Estimate	(35,367)	3,269	7,454	22	7,206	30,576

SUMMARY OF 2024 STAFF RECOMMENDATIONS HIGHWAY AND LOCAL ROAD PROJECTS

(\$1,000's)

County	Total	Prior	Totals Programmed by Year				
			24-25	25-26	26-27	27-28	28-29
Alameda	28,718	0	36,450	(15,617)	959	6,183	743
Alpine	23	0	3	20	0	0	0
Amador	3,580	0	2,050	1,530	0	0	0
Butte	6,705	0	40	6,340	40	151	134
Calaveras	1,117	0	0	0	0	1,077	40
Colusa	0	0	0	0	0	0	0
Contra Costa	(65)	0	(1,721)	15,437	(14,836)	547	508
Del Norte	105	0	11	10	11	38	35
El Dorado CTC	31,726	0	30	16,211	31	12,605	2,849
Fresno	43,433	0	(42,346)	42,346	0	42,893	540
Glenn	1,202	0	460	(728)	1,470	0	0
Humboldt	5,884	0	4,090	715	5	197	877
Imperial	777	0	77	82	82	279	257
Inyo	2,099	0	25	45	45	1,921	63
Kern	33,420	0	1,890	5,530	0	25,500	500
Kings	4,500	0	4,500	0	0	0	0
Lake	(706)	0	(68)	(86)	(680)	66	62
Lassen	6,120	0	(364)	3,240	2,580	80	584
Los Angeles	(30,070)	(11,950)	(7,000)	(8,895)	(15,125)	8,630	4,270
Madera	308	0	34	35	35	107	97
Marin	394	0	229	0	0	34	131
Mariposa	0	0	0	0	0	0	0
Mendocino	14,492	(1,815)	2,092	24	13,925	131	135
Merced	16,586	0	(29,616)	58	58	45,906	180
Modoc	897	0	608	195	47	47	0
Mono	5,080	0	305	125	100	4,550	0
Monterey	15,515	0	23,591	(23,436)	14,831	276	253
Napa	256	0	(1,129)	1,179	26	95	85
Nevada	4,568	0	4,391	6	41	65	65
Orange	22,139	0	(95,338)	95,338	0	2,769	19,370
Placer TPA	610	0	66	66	66	210	202
Plumas	5,316	0	(1,380)	2,730	3,858	54	54
Riverside	59,788	0	14,085	7,179	(14,617)	38,016	15,125
Sacramento	23,095	0	13,236	3,761	224	5,169	705
San Benito	223	0	0	58	58	57	50
San Bernardino	44,510	0	440	441	6,141	14,295	23,193
San Diego	218,656	(2,250)	20,000	33,730	108,809	41,691	16,676
San Francisco	1,115	0	0	0	326	420	369
San Joaquin	38,440	0	196	(12,929)	50,591	195	387
San Luis Obispo	16,289	0	(11,161)	2,676	16,480	8,294	0
San Mateo	1,112	0	113	113	113	405	368
Santa Barbara	15,163	0	95	14,334	96	332	306
Santa Clara	(12,427)	0	(13,499)	0	(17,670)	18,524	218
Santa Cruz	430	0	44	47	47	150	142
Shasta	468	0	46	50	48	169	155
Sierra	(218)	0	8	(291)	9	29	27
Siskiyou	6,772	0	(1,445)	4,450	393	754	2,620
Solano	686	0	36	84	83	256	227
Sonoma	16,288	0	0	0	460	15,567	261
Stanislaus	16,482	0	24,190	(8,375)	82	292	293
Sutter	1,005	0	83	(3,129)	3,922	67	62
Tahoe RPA	165	0	33	33	33	35	31
Tehama	289	0	334	(62)	(62)	79	0
Trinity	2,702	0	545	2,000	100	0	57
Tulare	24,432	0	6,182	0	(1,900)	20,150	0
Tuolumne	188	0	19	19	20	68	62
Ventura	1,343	0	137	137	137	487	445
Yolo	14,123	0	116	9,139	41	4,695	132
Yuba	(8,574)	0	16	(8,709)	16	53	50
Statewide Regional	707,274	(16,015)	(44,171)	187,256	161,549	324,660	93,995
Interregional	131,168	(5,996)	47,744	0	41,420	48,000	0
TOTAL	838,442	(22,011)	3,573	187,256	202,969	372,660	93,995

SUMMARY OF 2024 STAFF RECOMMENDATIONS RAIL AND TRANSIT PROJECTS

(\$1,000's)

County	Total	Totals Programmed by Year					
		Prior	24-25	25-26	26-27	27-28	28-29
Alameda	18,305	0	0	0	0	5,180	13,125
Alpine	0	0	0	0	0	0	0
Amador	0	0	0	0	0	0	0
Butte	0	0	0	0	0	0	0
Calaveras	0	0	0	0	0	0	0
Colusa	0	0	0	0	0	0	0
Contra Costa	18,270	0	0	0	0	18,270	0
Del Norte	0	0	0	0	0	0	0
El Dorado CTC	0	0	0	0	0	0	0
Fresno	0	0	0	0	0	0	0
Glenn	0	0	0	0	0	0	0
Humboldt	0	0	0	0	0	0	0
Imperial	0	0	0	0	0	0	0
Inyo	0	0	0	0	0	0	0
Kern	0	0	0	0	0	0	0
Kings	0	0	0	0	0	0	0
Lake	0	0	0	0	0	0	0
Lassen	0	0	0	0	0	0	0
Los Angeles	200,633	0	0	0	0	0	200,633
Madera	0	0	0	0	0	0	0
Marin	0	0	0	0	0	0	0
Mariposa	0	0	0	0	0	0	0
Mendocino	0	0	0	0	0	0	0
Merced	0	0	0	0	0	0	0
Modoc	0	0	0	0	0	0	0
Mono	0	0	0	0	0	0	0
Monterey	0	0	0	0	0	0	0
Napa	0	0	0	0	0	0	0
Nevada	0	0	0	0	0	0	0
Orange	20,000	0	0	0	0	20,000	0
Placer TPA	0	0	0	0	0	0	0
Plumas	0	0	0	0	0	0	0
Riverside	0	0	0	0	0	0	0
Sacramento	5,000	0	0	5,000	0	0	0
San Benito	0	0	0	0	0	0	0
San Bernardino	56,348	0	0	0	0	0	56,348
San Diego	20,800	0	0	0	20,800	0	0
San Francisco	34,927	0	0	(10,642)	0	45,569	0
San Joaquin	0	0	0	0	0	0	0
San Luis Obispo	0	0	0	0	0	0	0
San Mateo	0	0	0	0	0	0	0
Santa Barbara	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0
Santa Cruz	0	0	0	0	0	0	0
Shasta	0	0	0	0	0	0	0
Sierra	0	0	0	0	0	0	0
Siskiyou	0	0	0	0	0	0	0
Solano	0	0	0	0	0	0	0
Sonoma	0	0	0	0	0	0	0
Stanislaus	0	0	0	0	0	0	0
Sutter	0	0	0	0	0	0	0
Tahoe RPA	0	0	0	0	0	0	0
Tehama	0	0	0	0	0	0	0
Trinity	0	0	0	0	0	0	0
Tulare	0	0	0	0	0	0	0
Tuolumne	0	0	0	0	0	0	0
Ventura	0	0	0	0	0	0	0
Yolo	2,656	0	2,656	0	0	0	0
Yuba	0	0	0	0	0	0	0
Statewide Regional	376,939	0	2,656	(5,642)	20,800	89,019	270,106
Interregional	155,603	0	13,603	0	0	0	142,000
TOTAL	532,542	0	16,259	(5,642)	20,800	89,019	412,106

SUMMARY OF 2024 STAFF RECOMMENDATIONS ACTIVE TRANSPORTATION PROJECTS

(\$1,000's)

County	Total	Totals Programmed by Year					
		Prior	24-25	25-26	26-27	27-28	28-29
Alameda	17,213	0	0	3,000	5,063	9,150	0
Alpine	1,200	0	0	0	0	0	1,200
Amador	0	0	0	0	0	0	0
Butte	2,625	0	125	2,500	0	0	0
Calaveras	0	0	0	0	0	0	0
Colusa	0	0	0	0	0	0	0
Contra Costa	24,949	0	0	1,600	12,820	1,200	9,329
Del Norte	0	0	0	0	0	0	0
El Dorado CTC	0	0	0	0	0	0	0
Fresno	0	0	0	0	0	0	0
Glenn	0	0	0	0	0	0	0
Humboldt	4,671	0	1,158	1,079	1,297	1,137	0
Imperial	0	0	0	0	0	0	0
Inyo	0	0	0	0	0	0	0
Kern	0	0	0	0	0	0	0
Kings	0	0	0	0	0	0	0
Lake	894	0	0	0	894	0	0
Lassen	0	0	0	0	0	0	0
Los Angeles	46,254	11,950	0	9,432	24,872	0	0
Madera	0	0	0	0	0	0	0
Marin	571	0	0	0	571	0	0
Mariposa	0	0	0	0	0	0	0
Mendocino	3,015	1,815	0	1,200	0	0	0
Merced	0	0	0	0	0	0	0
Modoc	0	0	0	0	0	0	0
Mono	3,200	0	200	3,000	0	0	0
Monterey	0	0	0	0	0	0	0
Napa	2,376	0	0	0	2,376	0	0
Nevada	0	0	0	0	0	0	0
Orange	42,133	0	0	3,900	0	38,233	0
Placer TPA	0	0	0	0	0	0	0
Plumas	0	0	0	0	0	0	0
Riverside	0	0	0	0	0	0	0
Sacramento	7,140	0	249	708	2,804	3,379	0
San Benito	0	0	0	0	0	0	0
San Bernardino	4,500	0	0	0	4,500	0	0
San Diego	14,700	0	5,700	0	9,000	0	0
San Francisco	1,548	0	0	0	1,548	0	0
San Joaquin	0	0	0	0	0	0	0
San Luis Obispo	0	0	0	0	0	0	0
San Mateo	6,598	0	0	0	1,598	5,000	0
Santa Barbara	4,189	0	0	4,189	0	0	0
Santa Clara	34,370	0	8,500	0	3,632	22,238	0
Santa Cruz	8,172	0	2,772	1,500	3,900	0	0
Shasta	1,806	0	0	0	1,806	0	0
Sierra	0	0	0	0	0	0	0
Siskiyou	0	0	0	0	0	0	0
Solano	945	0	0	0	945	0	0
Sonoma	4,277	0	0	3,100	1,177	0	0
Stanislaus	0	0	0	0	0	0	0
Sutter	0	0	0	0	0	0	0
Tahoe RPA	0	0	0	0	0	0	0
Tehama	840	0	0	10	30	800	0
Trinity	0	0	0	0	0	0	0
Tulare	0	0	0	0	0	0	0
Tuolumne	2,700	0	2,700	0	0	0	0
Ventura	4,667	0	0	4,667	0	0	0
Yolo	0	0	0	0	0	0	0
Yuba	0	0	0	0	0	0	0
Statewide Regional	245,553	13,765	21,404	39,885	78,833	81,137	10,529
Interregional	26,897	0	17,597	9,300	0	0	0
TOTAL	272,450	13,765	39,001	49,185	78,833	81,137	10,529



Ms. Lee Ann Eager
Chair, California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95812

**RE: Support of 2024 STIP Adoption – South Fresno State Route 99 Corridor Improvement Project;
North/Cedar and American Avenue Interchange Improvements**

Dear Madam Chair and CTC Commissioners:

I am submitting this letter of support for the proposed schedule revisions and funding additions within the draft 2024 STIP for the South Fresno State Route 99 Corridor Project; specifically, the North-Cedar and American Avenue Interchange Improvements.

Highway 99 plays a vital role as a major transportation corridor for residents and businesses throughout Fresno County and the rest of the San Joaquin Valley. These interchanges (North/Cedar and American Avenues), South of Fresno are vital to our local economy and have not been updated for many years. Reconstructing and expanding these nearly 60-year-old interchanges will have positive impacts locally, measured in terms of improved safety, air quality and movement of goods.

Just as importantly, these projects bring much needed career-track jobs to our local workforce. Our organization has worked with local partners to implement job training and apprenticeship programs here in Fresno County. These efforts are changing peoples' lives. The jobs these projects create and/or enable through improved access will provide well-paying jobs with health and other benefits to people who have suffered chronic unemployment.

We appreciate your time and consideration of inclusion of additional funding for the South Fresno Corridor SR99 Interchange Improvement project. We are in full support of the transportation improvements and job creation this corridor project will bring to the area.

Sincerely,

A handwritten signature in blue ink, appearing to read "Scott Miller".

Scott Miller
President/CEO



County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING
STEVEN E. WHITE, DIRECTOR

Ms. Lee Ann Eager
Chair, California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95812

RE: Support of 2024 STIP Adoption – South Fresno State Route 99 Corridor Improvement Project; North/Cedar and American Avenue Interchange Improvements

Dear Madam Chair and CTC Commissions:

I am submitting this letter of support for the proposed schedule revisions and funding additions within the draft 2024 STIP for the South Fresno State Route 99 Corridor Project; specifically, the North-Cedar and American Avenue Interchange Improvements.

Highway 99 plays a vital role as a major transportation corridor for residents and businesses throughout Fresno County and the rest of the San Joaquin Valley. Two interchanges (North/Cedar and American Avenues) south of Fresno are vital to Fresno's economy and have not been updated since first constructed in 1965. Reconstructing and expanding these nearly 60-year-old interchanges will have positive impacts on the City of Fresno as well as the other cities and communities along the SR99 corridor.

Just as importantly, these projects bring much needed well paying jobs to our local workforce. Our organization has worked with local partners to implement job training and apprenticeship programs here in Fresno County. These efforts are changing peoples' lives. The jobs these projects create coupled with our training efforts will provide well-paying jobs with health and other benefits to people who have suffered chronic unemployment.

Local businesses that depend safe and reliable connections with SR99 also provide well paying jobs to area residents.

We appreciate your time and consideration of inclusion of additional funding for the South Fresno Corridor SR99 Interchange Improvement project. We are in full support of the transportation improvements and job creation this corridor project will bring to the area.

Sincerely,

Steven E. White, Director
Department of Public Works and Planning

c: Robert Phipps, Fresno Council of Governments
Terry Ogle, Fresno County Transportation Authority



February 29, 2024

Ms. Lee Ann Eager
Chair, California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95812

Madam Chairwoman:

On Nov. 30, 2023, Fresno Council of Governments approved Resolution 2023-26, requesting that the California Transportation Commission approve \$107 million in Regional Transportation Improvement funds, including \$42.3 million in new RTIP apportionment on the American Avenue Interchange project at State Route 99 in Fresno County.

This project is being developed concurrently with the North/Cedar Avenue interchange roughly two miles to the north in an area zoned for the last 50+ years for industrial development and that has recently seen rapid expansion of logistics centers and warehousing. The two interchanges proposed for improvement are original half-interchanges dating from the late 1950s that can no longer serve their function.

Nevertheless, this proposal is not about economic development. Both projects represent a major safety concern for Caltrans and the region. For the ten-year period from July 1, 2010, to June 30, 2020, there were 943 collisions on SR 99 and the interchange ramps within the project limits. There were five fatalities and 280 injury accidents.

There have been 407 collisions within the project limits for the three-year period ending Dec. 31, 2019. Of those, 120 resulted in injuries with no fatalities. The rate of injury plus fatal collisions is higher than the statewide average for similar facilities. The rate of total collisions (fatal, injury, and property damage only) is also higher than the statewide average. The standard Caltrans cost values for the various collision types demonstrates a three-year collision cost of just over \$21 million.

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

Class II bike lanes will be added on North Avenue and the adjacent local roads, which will provide a dedicated path of travel for cyclists. These lanes are consistent with both the City and County of Fresno's comprehensive Active Transportation Plans (ATP). Bike lanes will also be added along American Avenue through the interchange. Adding bike lanes where there is currently a gap in infrastructure, coupled with the increased lighting, will help to reduce the collisions occurring during the dark/dawn hours. Up to 10,000 feet of both new sidewalk and bike lanes would be added to the interchange crossroads and adjacent roads as part of this project. These improvements are intended to provide key connectivity to other planned ATP facilities.

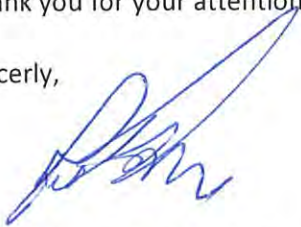
In addition, the project will leverage several measures to reduce GHG emissions, and potential climate change impacts, including: active transportation facilities, travel demand management strategies, electrification, and air pollution control standards. Both interchanges will include bicycle lanes and sidewalks on both sides of the roadway. This design connects to adjacent facilities to further enable active transportation and reduce emissions. Including active transportation facilities responds to community requests.

The project design also incorporates and compliments zero-emission infrastructure being planned in coordination with the City of Fresno. Electric-vehicle charging stations will be included to improve air quality and reduce greenhouse gas emissions.

Fresno Council of Governments urges the Commission to grant this important request for additional RTIP funding to complement the \$45.3 million in STIP funding that CTC has already authorized for the North/Cedar interchange and help resolve a major safety concern on State Route 99 that is long overdue.

Thank you for your attention and consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'R. Phipps', is written over a faint, light blue circular stamp or watermark.

Robert Phipps, Interim Director



BUILDING & CONSTRUCTION TRADES COUNCIL, AFL-CIO

MS Lee Ann Eager
Chair, California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95812

RE: Support of 2024 STIP Adoption – South Fresno State Route 99 Corridor Improvement Project; North/Cedar and American Avenue Interchange Improvements

Dear Madam Chair and CTC Commissions:

My name is Chuck Rojas and represent the Fresno, Madera, Kings and Tulare Building and Construction Trades Council. I am submitting this letter of support for the proposed schedule revisions and funding additions within the draft 2024 STIP for the South Fresno State Route 99 Corridor Project; specifically, the North-Cedar and American Avenue Interchange Improvements

Highway 99 plays a vital role as a major transportation corridor for residents and businesses throughout Fresno County and the rest of the San Joaquin Valley. Two interchanges (North/Cedar and American Avenues) south of Fresno are vital to Fresno's economy and have not been updated since first constructed in 1965. Reconstructing and expanding these nearly 60-year-old interchanges will have positive impacts on the City of Fresno as well as the other cities and communities along the SR99 corridor.

Just as importantly, these projects bring much needed well paying jobs to our local workforce. Our organization has worked with local partners to implement job training and apprenticeship programs here in Fresno County. These efforts are changing peoples' lives. The jobs these projects create coupled with our training efforts will provide well-paying jobs with health and other benefits to people who have suffered chronic unemployment.

Local businesses that depend safe and reliable connections with SR99 also provide well paying jobs to area residents

We appreciate your time and consideration of inclusion of additional funding for the South Fresno Corridor SR99 Interchange Improvement project. We are in full support of the transportation improvements and job creation this corridor project will bring to the area.

Sincerely,

Chuck Rojas
Financial Secretary/Treasurer

cc: Robert Phipps, Fresno Council of Governments
Terry Ogle, Fresno County Transportation Authority

February 29, 2024

Ms. Lee Ann Eager
Chair, California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95812



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Nevertheless, this proposal is not about economic development. Both projects represent a major safety concern for Caltrans and the region. For the ten-year period from July 1, 2010, to June 30, 2020, there were 943 collisions on SR 99 and the interchange ramps within the project limits. There were five fatalities and 280 injury accidents.

There have been 407 collisions within the project limits for the three-year period ending Dec. 31, 2019. Of those, 120 resulted in injuries with no fatalities. The rate of injury plus fatal collisions is higher than the statewide average for similar facilities. The rate of total collisions (fatal, injury, and property damage only) is also higher than the statewide average. The standard Caltrans cost values for the various collision types demonstrates a three-year collision cost of just over \$21 million.

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

Class II bike lanes will be added on North Avenue and the adjacent local roads, which will provide a dedicated path of travel for cyclists. These lanes are consistent with both the City and County of Fresno's comprehensive Active Transportation Plans (ATP). Bike lanes will also be added along American Avenue through the interchange. Adding bike lanes where there is currently a gap in infrastructure, coupled with the increased lighting, will help to reduce the collisions occurring during the dark/dawn hours. Up to 10,000 feet of both new sidewalk and bike lanes would be added to the interchange crossroads and adjacent roads as part of this project. These improvements are intended to provide key connectivity to other planned ATP facilities.

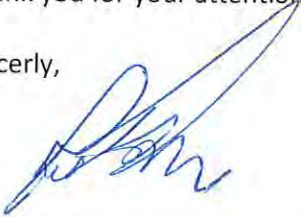
In addition, the project will leverage several measures to reduce GHG emissions, and potential climate change impacts, including: active transportation facilities, travel demand management strategies, electrification, and air pollution control standards. Both interchanges will include bicycle lanes and sidewalks on both sides of the roadway. This design connects to adjacent facilities to further enable active transportation and reduce emissions. Including active transportation facilities responds to community requests.

The project design also incorporates and compliments zero-emission infrastructure being planned in coordination with the City of Fresno. Electric-vehicle charging stations will be included to improve air quality and reduce greenhouse gas emissions.

Fresno Council of Governments urges the Commission to grant this important request for additional RTIP funding to complement the \$45.3 million in STIP funding that CTC has already authorized for the North/Cedar interchange and help resolve a major safety concern on State Route 99 that is long overdue.

Thank you for your attention and consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'R. Phipps', is written over a faint, light blue circular stamp or watermark.

Robert Phipps, Interim Director



February 23, 2024

Lee Ann Eager, Chair
 California Transportation Commission
 1120 N Street, MS 52
 Sacramento, CA 95814

Submitted Electronically

RE: SUPPORT – 2024 STIP Adoption: South Fresno State Route 99 Corridor Improvement Project; North/Cedar and American Avenue Interchanges

Dear Chairwoman Eager and Commissioners,

INVEST Fresno and the organizations listed are writing today to express our strong support of the South Fresno State Route 99 Corridor Project.

Highway 99 plays a pivotal role as a major transportation corridor for residents and businesses in Fresno and the state of California. **Two interchanges, vital to Fresno’s economy and the region, have not been updated since first constructed in 1965.** Reconstructing and expanding these nearly 60-year-old interchanges will have positive impacts on the entire city including, but not limited to:

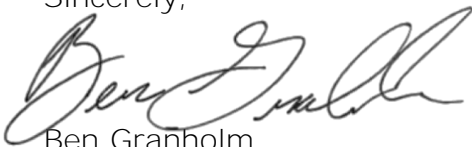
- Reduce traffic congestion along a main arterial of Highway 99.
- Facilitate a smoother flow of traffic through the interchanges.
- Lessen near-term vehicle emissions.
- Reduce traffic accidents and collisions.
- Include wider shoulders to accommodate bicycles.
- Build sidewalks, curbs, gutters, lighting and signalization, and stormwater system.

Continued investment in Fresno’s infrastructure improves our community, encourages economic development, and ensures that Fresno can continue to thrive for generations to come.

We appreciate your time and consideration and respectfully urge the Commission to approve the proposed funding for the South Fresno State Route 99 Corridor Project.

If you would like to discuss this matter further, please do not hesitate to contact Ben Granholm at info@INVESTFresnoCA.com. We look forward to working with you and staff to help keep Fresno **and California’s** economy moving.

Sincerely,



Ben Granholm
INVEST Fresno

A-Plus Signs
Betts Company
Buzz Oates
Cedar Avenue Recycling & Transfer Station
Central Valley Business Federation
Central Valley Training Center, Inc.
Certified Meat Products
Don Pickett & Associates
Diversified Development Group
East Bay Tire Co.
Fowler Packing
Fresno Chamber of Commerce
Fulton
HCI Systems, Inc.

JD Food
La Tapatia
Legacy Construction
Newmark Pearson Commercial
North Pointe Business Park
PARC Environmental
Pickett Solar
Precision Civil Engineering, Inc.
Producers Dairy
Stravinski Development group
Sunnyland Mills
Valley Wide Beverage
VEI Logistics

cc: Commissioners, California Transportation Commission



TERRY OGLE
Executive Director

March 5, 2024

Ms. Lee Ann Eager
Chair, California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95812

Madam Chairwoman:

The Fresno County Transportation Authority strongly supports Fresno Council of Governments' request to program \$42.3 million in new Regional Transportation Improvement Program apportionment on the American Avenue Interchange project at State Route 99 in Fresno County.

This project is being developed concurrently with the North/Cedar Avenue interchange roughly two miles to the north in an area zoned for the last 50-plus years for industrial development and that has recently seen rapid expansion of logistics centers and warehousing. The two interchanges proposed for improvement are original half-interchanges dating back to the mid-1960s that can no longer serve their function.

Nevertheless, this proposal is not about economic development. Both projects represent a major safety concern for Caltrans and the region. For the ten-year period from July 1, 2010, to June 30, 2020, there were 943 collisions on mainline SR 99 and the interchange ramps within the project limits. There were five fatalities and 280 injury accidents.

There have been 407 collisions within the project limits during the three-year period ending December 31, 2019. Of those, 120 resulted in injuries with no fatalities. The rate of injury plus fatal collisions is higher than the statewide average for similar facilities. The rate of total collisions (fatal, injury, and property damage only) is also higher than the statewide average. The standard Caltrans cost values for the various collision types demonstrates a three-year collision cost of just over \$21 million.

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

Bike lanes will also be added along American Avenue through the interchange. Adding bike lanes where there is currently a gap in infrastructure, coupled with the increased lighting, will help to reduce the collisions occurring during the dark/dawn hours. Class II bike lanes will be added on North Avenue and the adjacent local roads, which will provide a dedicated path of travel for cyclists. These lanes are

March 5, 2024

Page 2 of 2

consistent with both the City and County of Fresno's comprehensive Active Transportation Plans (ATP). Up to 10,000 feet of both new sidewalk and bike lanes will be added to the interchange crossroads and adjacent roads as part of this project. These improvements are intended to provide key connectivity to other planned ATP facilities.

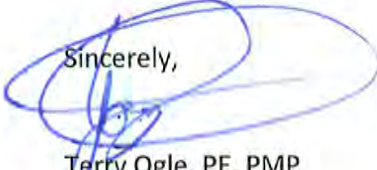
In addition, the project will leverage several measures to reduce GHG emissions, and potential climate change impacts, including: active transportation facilities, travel demand management strategies, electrification, and air pollution control standards. This design connects to adjacent facilities to further enable active transportation and reduce emissions. Including active transportation facilities is a response to community requests.

The project design also incorporates and compliments zero-emission infrastructure being planned in coordination with the City of Fresno. Electric-vehicle charging stations will be included to improve air quality and reduce greenhouse gas emissions.

Fresno County Transportation Authority advocates the Commission to grant this important request for additional RTIP funding to complement the \$45.3 million in STIP funding already authorized by the CTC for the North/Cedar interchange, helping standardize these two interchanges and resolving major safety concerns on State Route 99 are long overdue.

Thank you for your attention and consideration.

Sincerely,



Terry Ogle, PE, PMP
Executive Director

Cc:

Robert Phipps, @ rhipps@fresnocog.org

Diana Gomez, @ diana.gomez@dot.ca.gov

Curt Hatton, @ curt.hatton@dot.ca.gov