

Measure C Regional Transportation Program Update Fiscal Year 2017-18

In total, cost estimates for the Measure C Regional Transportation Program increased \$650,000 from the prior plan. Revenues increased \$3.5 million, reducing the 20-year plan's overall deficit to \$267.7 million.

Regional sales tax collections have been slowing, so the long term estimate is down \$7.4 million from the previous estimate. Regional Transportation Mitigation (RTMF) fees are down \$1.2 million; however, activity in the current year appears to be picking up.

Long-range State Transportation Improvement Program (STIP) funds have been reduced \$16.5 million, reflecting the reductions from the previous \$750 million statewide deficit; however, with Senate Bill 1 (SB1), an additional \$14 million a year is anticipated in fiscal year (FY) 2020-21, and future expenditure plan updates may show significant increases in anticipated STIP funding. The California Transportation Commission (CTC) allowed Fresno COG to program \$16.6 million of the \$28.4 million County Share Balance in FY 2019-20. If SB1 survives the anticipated referendum, Fresno COG could have as much as \$58 million in STIP county shares to program in FY 2022-23. The STIP also created a new category for Advance Project Development Element (APDE) to encourage shelf-ready projects. APDE counts against county share balances but not against the FY 2019-20 \$16.6 million target.

SB1's Local Partnership Program is anticipated to provide an additional \$5.4 million; however, the guidelines are still being worked out and estimates are subject to change.

Another \$28 million is provided by the California High Speed Rail Authority for the railroad overpass associated with Veterans Boulevard, while the State Highway Operations and Protection Program (SHOPP) provided an additional \$12.3 million for construction on State Route (SR) 269.

Local development fees are down \$5.5 million and interest earnings decreased \$10.9 million from carrying smaller cash reserves.

Urban Program

The urban program has estimated revenues of \$729.3 million, projected expenses of \$762.8 million and a net deficit of \$33.5 million. Net project costs decreased \$6.3 million; however, primarily owing to decreased inflationary expectations from the 2016 SR 99 North\Cedar Project Study Report (PSR). While the project's base cost estimates increased by a couple of million dollars, the original cost estimates were inflated from 2007, resulting in a higher inflation factor in the prior plan, whereas newer numbers from the current PSR do not compound as many years into the future.

Another \$4.1 million in increased funding is provided for three projects in FY 2017-18: Willow Avenue, from Shepherd to Copper; Herndon Avenue – Temperance to DeWolf and; Shaw Avenue – Dewolf to McCall. The Willow project is expected to be the initial candidate for SB1's new Local Partnership Program. In addition, a \$2 million contingency has been restored to the SR 41, SR 180 and SR 168 braided ramps project until the final cost is available.

The City of Fresno has recommended delaying several smaller projects until Veterans Boulevard and SR 99 North\Cedar are delivered, including segments of Peach, Willow, Ventura and Herndon. As the Veterans Boulevard design process nears completion and cost estimates come more into focus, the project is anticipated to increase \$6.9 million from the previous plan. The project is expected to be ready to list in FY 2018-19.

The urban plan provides two options for delivering Veterans Boulevard. The City of Fresno is applying for a \$44.5 million federal Infrastructure for Rebuilding America (INFRA) grant. If the INFRA grant application is successful,

the City intends to start construction in FY 2018-19, as required by the INFRA grant; however, if not, Measure C's Expenditure Plan provides a back-up plan to deliver Veterans Boulevard in FY 2019-20 using STIP funds, Measure C and RTMF. The plan to deliver Veterans Boulevard in FY 2019-20 includes tentative arrangements for the City of Fresno to borrow forward \$13.4 million of its Measure C local allocation.

The PSR for SR 99 North to Cedar provides three options to consider for construction. The option included in this plan, Alternative 1, is \$86 million, including 15 percent for environmental and design cost and \$3 million in STIP APDE funding programmed for FY 2018-19 to start the environmental process. Caltrans anticipates environmental work will be complete by October 1, 2021. Another \$43.4 million is programmed to start the design and right-of-way phases in FY 2021-22. Finally, \$50.7 million construction is scheduled in FY 2023-24.

Rural Program

The rural program has \$491.5 million in estimated revenues, projected expenses of \$725.7 million and a net deficit of \$234.2 million. Net project costs increased \$6.98 million.

The CTC awarded \$34.7 million in STIP funds to SR 180 –Trimmer to Frankwood, and the project has been bid for construction. The bid came in higher than expected. Rather than delay the award, staff and Caltrans agreed to make up the difference with STIP G12 contingency and is now requesting \$2.3 million in Measure C funding to restore the contingency.

SR 269 is now fully funded through SHOPP and is scheduled to start construction this fiscal year if Caltrans can agree with the Army Corps of Engineers (ACOE) over a long-term environmental issue raised by the Department of the Interior concerning the California Aqueduct, which blocks the area's natural flood plain.

The design contract proceeds with Golden State. Following requests from participating cities and the County, Mark Thomas Engineering has updated its 30 percent design specifications and revised various work scopes. The revised specifications call for: enhanced pavement requirements per geotechnical testing; a realignment for Stroud, including a traffic signal and railroad requirements; moving a traffic signal from DeWolf to McCall; replacing a deteriorated bridge and culvert on the Fowler Switch Canal; lighting and; extending the project limits from Lincoln back to American Avenue as the County of Fresno requested. The scope changes add \$5.5 million to the project, which is scheduled to begin construction in FY 2018-19. The plan carries 10 percent for construction engineering and a 20 percent contingency, which can be spread around to project components or reduced as design nears completion.

The next major project for the rural plan is SR 99 American Avenue interchange, one of five half interchanges that allow traffic to get on the freeway going one direction and off going the other direction. The others are located at North, Cedar, Central and Chestnut. Together, they provide complete access to a growing industrial area and the proposed High Speed Rail Heavy Maintenance facility. Because Caltrans no longer uses the half-interchange structure, the network of access points will have to be adjusted, reducing the number to three complete interchanges. For this reason, economies of scale will be realized by environmentally clearing all three interchanges at the same time.

Approximately \$350,000 is programmed in FY 2017-18 for a Project Study Report (PSR) for American Avenue, which will include Central/Chestnut – a Tier II project – and \$3.3 million in FY 2018-19 for environmental work. This coincides with the \$3 million APDE funding programmed for North/Cedar. Once the environmental is complete, Caltrans will better determine how construction should be phased; however, the plan joins the schedule for American with North\Cedar, programming \$7.2 million in design and right-of-way for American in FY 2021-22 and \$49.3 million in FY 2023-24 for construction. These estimates are based on very preliminary numbers that were devised in 2004 for the ballot. Actual costs will be better known once the PSR is complete.