

Roads: Q & A Fact Sheet

Veronica Garibay:

County Roads:

- Request for map of maintained road system.

(See maps received from County)

- Request for confirmation that streets and roads adjacent to and within disadvantaged unincorporated communities are considered part of the maintained road system.

Mohammad Alimi (County Div. Mgr for Dept of Public Works & Planning: I checked with our Road Maintenance and Operations (RMO) Division to see if all roads in disadvantaged communities are part of County maintained road system but they could not confirm that. What they stated is that RMO only keeps track of the roads County maintains. Any roads outside their responsibility are most likely handled by another public agency or CSA, so they don't have a list or maps for them. To determine if there are roads within unincorporated communities that are not part of our maintained road system or any CSA will be a time consuming effort which would also require finding out how these roads were built to begin with to assign responsibility for their maintenance.

For Paul Herman (COG)

- What is the funding gap by category based on the RTP, LRTP, unmet needs after accounting for anticipated state and federal revenue?

The current RTP does not account for all road maintenance projects as outlined in previous presentations to the Steering Committee regarding the county's pavement condition index (PCI) as many of the jurisdictions do not program maintenance projects into the RTP beyond 10-15 years, making it difficult to simply use the RTP solely when discussing any future potential funding gaps. In general, there are funding gaps of over \$1 billion for each of the Existing Neighborhood Roads, Public Transportation, and Regional Connectivity general categories, and a funding gap in the hundreds of millions (roughly \$400-\$500 million) for the Active Transportation general category within the current horizon year of the RTP which is 2049.

- It appears Fresno COG is considering an APS for the 2026 RTP/SCS to meet GHG targets. If Fresno's SCS increased investment in public transportation across all transit agencies, would that enable Fresno to meet GHG targets set by the state?

Fresno COG is considering a potential APS for the 2026 RTP/SCS to meet GHG targets set in 2018 under a much higher population forecast. We are still working on Fresno COG's Activity-Based Model (ABM) to calibrate the model to post-COVID travel patterns which may allow the COG and the region to avoid needing to do an APS to meet the GHG targets. Because the ABM is being recalibrated to a new base year, we do not know at this time what level of transit investment will be required in order to meet Fresno's GHG targets.

Simon Biasell-Moshrefi

- For Scott Mozier: Is the 1.2 billion in deferred maintenance 100% paving only or does that include other needs? How does the recent paving bond impact this \$1.2B number?

Regarding the \$1.2 billion estimated deferred maintenance total, this figure reflects paving only. It would be anticipated that the City's \$100M Pave More Now bond would reduce this total, but only for the portion of the \$100 million spent on repaving. The bond proceeds are also addressing some tree-damaged curbs, gutters and sidewalks in neighborhoods, and the Councilmembers have not fully completed the project selection process. It may be more reasonable to assume that \$50-75 million of those proceeds directly benefit the pavement conditions. We also need to recognize this is a 2-3 year program, so by the end of that time period, one would anticipate per the pavement management analysis from NCE that the \$1.2 billion figure would be increasing due to further pavement degradation. Paul may have additional information that he can share from the COG study.

It has been estimated that the City of Fresno has an additional \$300 million in deferred maintenance for tree-damaged curbs, gutters and sidewalks. This is on top of the \$1.2 billion for pavements.

In addition, streets that have sidewalk gaps would be another significant need. Per our adopted Complete Streets Policy, repaving projects would include the missing sidewalks provided that these are not vacant, developable parcels, right-of-way is available and we do not have significant utility pole conflicts. If more information is desired about the Active Transportation Plan update and estimates on missing, planned sidewalks, we can work on getting you that information.