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When you open a form, required fields are highlighted in yellow with a red border. Optional fields and completed fields are displayed in white. If you enter invalid or incomplete information in a field, you will receive an error message. Additional instructions and FAQs about the Application Package can be found in the Grants.gov Applicants tab.

OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number:	RSTGP-25-26-RURAL
Opportunity Title:	Rural Surface Transportation Grant Program
Opportunity Package ID:	PKG00285566
CFDA Number:	20.938
CFDA Description:	Rural Surface Transportation Grant Program
Competition ID:	
Competition Title:	
Opening Date:	03/25/2024
Closing Date:	05/06/2024
Agency:	69A345 Office of the Under Secretary for Policy
Contact Information:	Aubrei Barton Transportation Policy Analyst E-mail: aubrei.barton@dot.gov Phone: 202-841-7786

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS01314812
Application Filing Name:	COUNTY OF FRESNO
UEI:	LGJ1SMMN9XR6
Organization:	COUNTY OF FRESNO
Form Name:	Application for Federal Assistance (SF-424)
Form Version:	4.0
Requirement:	Mandatory
Download Date/Time:	Apr 29, 2024 07:37:23 PM EDT
Form State:	No Errors

FORM ACTIONS:

Application for Federal Assistance SF-424

* 1. Type of Submission:

- Preapplication
 Application
 Changed/Corrected Application

* 2. Type of Application:

- New
 Continuation
 Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received:

Completed by Grants.gov upon submission.

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name:

COUNTY OF FRESNO

* b. Employer/Taxpayer Identification Number (EIN/TIN):

94-6000512

* c. UEI:

LGJ1SMMN9XR6

d. Address:

* Street1:

2220 TULARE STREET, 6TH FLOOR

Street2:

* City:

FRESNO

County/Parish:

* State:

CA: California

Province:

* Country:

USA: UNITED STATES

* Zip / Postal Code:

93721-2127

e. Organizational Unit:

Department Name:

PUBLIC WORKS AND PLANNING

Division Name:

DESIGN

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

Ms.

* First Name:

ERIN

Middle Name:

* Last Name:

HAAGENSON

Suffix:

Title:

PRINCIPAL STAFF ANALYST

Organizational Affiliation:

* Telephone Number:

559-600-9908

Fax Number:

* Email:

EHAAGENSON@FRESNOCOUNTYCA.GOV

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

B: County Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

69A345 Office of the Under Secretary for Policy

11. Catalog of Federal Domestic Assistance Number:

20.938

CFDA Title:

Rural Surface Transportation Grant Program

*** 12. Funding Opportunity Number:**

RSTGP-25-26-RURAL

* Title:

Rural Surface Transportation Grant Program

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

*** 15. Descriptive Title of Applicant's Project:**

Millerton Road Widening and Safety Improvements

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="71,000,000.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="5,000,000.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="76,000,000.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

- Yes
- No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:
Middle Name:
* Last Name:
Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative: * Date Signed:

MPDG Project Information Form - All Fields Required

****DO NOT CHANGE FILE NAME, COPY/PASTE, OR PDF THIS DOCUMENT WHEN SUBMITTING TO AVOID PROCESSING ERRORS****

Field Name	Response	Instructions
Basic Project Information		
Project Name	Millerton Road Widening and Safety Improvements	Enter a <u>concise</u> , descriptive <u>title</u> for the project. This should be the same title used in the Grants.gov SF-424 submission and the application narrative.
Project Sponsor	County of Fresno	Who is the Project Sponsor? <i>[See NOFO Section C. 1 for eligible applicants]</i>
Program Opt-out		A project will be evaluated for eligibility for consideration for all three programs unless the applicant opts-out of being evaluated for one or more of the grant programs.
Project Description	The Millerton Road Widening and Safety Improvements Project proposes to widen a 3.2-mile stretch of Millerton Road from a two-lane rural roadway to a four-lane divided arterial roadway, and include additional safety features such as roundabouts, striping for bicycle lanes, and left-turn pockets. It spans from North Fork Road in the community of Friant, to the intersection of Millerton Road and Marina Drive/Winchell Cove Road, where a roundabout will be installed. Another roundabout would be installed at the intersection of Millerton Road and Morningside Drive.	Describe the project in plain English terms, using <u>no more than 100 words</u> . For example, "The project will replace an aging railroad bridge that crosses the River. The bridge will have a reduced total length of approximately X feet and will have increased vertical clearance of Y feet" or "The project will redevelop Route 2 with Complete Streets enhancements, ADA accessible sidewalks, and dedicated bicycle paths from 10th street to 25th street." <u>Do not</u> describe the project's benefits, background, or alignment with the selection criteria in this description field.
Project Costs		
MPDG Amount Requested	\$71,000,000.00	Enter the <u>total amount of MPDG funds requested</u> for this project in this application. <i>[See NOFO Section C.2 and C.4 for minimum and maximum award size, grant share, and cost share requirements]</i>
Estimated Other Federal Funding	\$0.00	Enter the <u>amount of funds committed to the project from other Federal sources</u> . This DOES NOT include the MPDG request. <i>[See NOFO Section C.4 for Federal share requirements]</i>
Estimated Non-Federal Funding	\$5,000,000.00	Enter the <u>amount of funds committed to the project from non-Federal sources</u> .
Future Eligible Project Cost	\$76,000,000.00	Enter the <u>amount of funds estimated to complete the project</u> (this should equal the amount of MPDG Grant Request, Estimated Other Federal Funding, and Estimated Non-Federal Funding) <i>This value may not be less than the amount requested.</i>
Previously Incurred Project Costs		Enter the <u>cost of previously incurred costs from the project</u> .
Total Project Cost	\$76,000,000.00	Enter the <u>total cost of the project</u> . This should equal the sum of Future Eligible Costs and Previously Incurred Costs.
INFRA: Amount of Future Eligible Costs by Project Type		
National Highway Freight Network		A highway freight project on the National Highway Freight Network: \$
National Highway System		A highway or bridge project on the National Highway System: \$
Intermodal Freight		A freight intermodal, freight rail, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility: \$
Highway-railway grade crossing or grade separation project		A highway-railway grade crossing or grade separation project: \$
Wildlife Crossing Project		A wildlife crossing project: \$
International Border Crossing		A surface transportation project within the boundaries or functionally connected to an international border crossing that improves a facility owned by fed/state/local government and increases throughput efficiency: \$
Marine Highway Corridor connected to the National Highway Freight Network		A project for a marine highway corridor that is functionally connected to the NHFN and is likely to reduce road mobile source emissions: \$
National Multimodal Freight Network		A highway, bridge, or freight project on the National Multimodal Freight Network: \$

Mega: Amount of Future Eligible Costs by Project Type		
National Multimodal Freight Network		A highway, bridge, or freight project on the National Multimodal Freight Network: \$
National Highway Freight Network		A highway freight project on the National Highway Freight Network: \$
National Highway System		A highway or bridge project on the National Highway System: \$
Intermodal Freight		A freight intermodal, freight rail, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility: \$
Highway-railway grade crossing or grade separation project		A highway-railway grade crossing or grade separation project: \$
Intercity Passenger Rail		An intercity passenger rail project: \$
Public Transportation Project that is part of any other eligible project type		A public transportation project that is eligible under assistance under Chapter 53 of title 49 and is a part of any of the project types described above: \$
Rural: Amount of Future Eligible Costs by Project Type		
Eligible under the National Highway Performance Program		A highway, bridge, or tunnel project eligible under National Highway Performance Program: \$
Eligible under the Surface Transportation Block Grant		A highway, bridge, or tunnel project eligible under Surface Transportation Block Grant: \$
Eligible under the Tribal Transportation Program		A highway, bridge, or tunnel project eligible under Tribal Transportation Program: \$
National Highway Freight Network		A highway freight project on the National Highway Freight Network: \$
Highway Safety Improvement Project		A highway safety improvement project, including a project to improve a high risk rural road as defined by the Highway Safety Improvement Program: \$
Publicly-Owned Highway or Bridge		A project on a publicly-owned highway or bridge that provides or increases access to an agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area: \$
Mobility Management		A project to develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility services: \$
Project Location		
State(s)	CA: California	Which state(s) in which project is located?
INFRA: Small or Large project	Large	See NOFO Section C.2.ii
Urban Area		Urban Area in which project is located, if applicable
Population of Urban Area (auto-populated)		Population of Urban Area according to 2020 Census- See tab "List of Urban Areas". (For the MPDG 2025-2026 program the definition of "urban" is an urban area with a population greater than 200,000. "Rural" is defined as any other area, including areas outside of Census-designated urban areas, and Census-designated urban areas with populations below 200,000.)
Area of Persistent Poverty or Historically Disadvantaged Community		Is the project located (entirely or partially) in Area of Persistent Poverty or Historically Disadvantaged Community? List census tracts that qualify as within these areas. (https://www.transportation.gov/grants/mpdg-areas-persistent-poverty-and-historically-disadvantaged-communities)
Appalachian Development Highway System		Does this project further the completion of a designated segment of the Appalachian Development Highway System? See NOFO Section C.4.iii
Denali Access System		Does this project address a surface transportation infrastructure need identified for the Denali access system program? See NOFO Section C.4.iii
Project Location Zip Code		Identify the 5-digit zip code of the project location. If the project is located in more than one zip codes, please identify the zip code in which the majority of the project is located. If the project is in a territory that does not have zip codes, leave this field blank. This field is for the project location zip code, <u>NOT</u> the applicant organization zip code.
Project Location County		Identify the county where the project is located in using the drop-down. If the project is located in more than one county, please identify the county in which the majority of the project is located. If the project is in a territory that does not have county designations, leave this field blank.

Additional Project Counties		<u>Identify additional counties separated by a comma.</u> For instance, if the project additionally runs through Polk County and Butler County, please enter 'Polk County, Butler County' in the cell. If the project is in a territory that does not have county designations, leave this field blank.
Project Location Census Tract		<u>Identify the census tract number of the project.</u> For example, if the most central tract is Census Tract 93.30, please enter '93.30' into the cell. The last zero may be missing from your response (e.g., 93.30 may display as 93.3). If the project is located in more than one census tract please identify the census tract in which the majority of the project is located. If the project is in a territory that does not have census tract designations, leave this field blank. Please visit USDOT's RAISE webpage (https://www.transportation.gov/RAISEgrants/raise-app-hdc) to review a full list of census tracts by state and county to identify.
Other Project Census Tracts		<u>Identify other census tracts in which the project is located, separated by a comma.</u> For example, if the project is located in Census Tract 93.31, Census Tract 93.32, and Census Tract 94.03, please enter '93.31, 93.32, 94.03' into the cell. If the project is in a territory that does not have census tract designations, leave this field blank.
Project Location Latitude		<u>Provide the project's latitude coordinates.</u> For projects that are not located at a single set of coordinates, please provide a centralized set of coordinates. Tools such as Google Maps, Google Earth (https://earth.google.com/web/), or ArcGIS/QGIS (https://www.arcgis.com/) are recommended to identify the project's coordinates.
Project Location Longitude		<u>Please provide the project's longitude coordinates.</u> For projects that are not located at a single set of coordinates, please provide a centralized set of coordinates. Tools such as Google Maps, Google Earth (https://earth.google.com/web/), or ArcGIS/QGIS (https://www.arcgis.com/) are recommended to identify the project's coordinates.
Additional Information		
<ul style="list-style-type: none"> • TIP • STIP • MPO Long Range Transportation Plan • State Long Range Transportation Plan • State Freight Plan 	TIP	<p>Is the project currently programmed in the: Yes/No (please specify in which plans the project is currently programmed, and provide the identifying number if applicable)</p> <ul style="list-style-type: none"> • TIP • STIP • MPO Long Range Transportation Plan • State Long Range Transportation Plan • State Freight Plan
Other USDOT 2024 Discretionary Application?	NO	If the applicant has or will submit this <u>project to another USDOT discretionary grant program in 2024</u> , please list the name of the program(s). If the applicant has or will submit a similar, but not identical, application, please describe the differences here as well.
Previous Submission for MPDG or INFRA?	NO	If this project was submitted in a <u>previous MPDG or INFRA</u> round, please list the name(s) of the round(s) (e.g INFRA 2021, MPDG 2022, MPDG 2023-2024).
Other Federal Agency Assistance?	NO	If this project has applied for <u>another Federal (non-USDOT) financial assistance or capacity-building program</u> , please list the name of the program(s).
Tribal Government?	No	Select "Yes" from the drop-down menu if the applicant is a <u>Federally recognized tribal government</u> .

Tribal Benefits?	Not Applicable	If the applicant is not a Federally recognized tribal government, is the project located on tribal land? And if not, does it have direct tribal benefits? Answer using the drop-down menu.
Private Corporation Involvement	No	Does this project involve (a) private entity(ies) that will receive a direct and predictable financial benefit if the project is selected for award? This includes, but is not limited to, private owners of infrastructure facilities being improved and private freight shippers or carriers directly benefitting from completion of the proposed project.
Private Corporation Name(s)	N/A	If this project directly involves or benefits a specific private corporation, please list the corporation(s) separated by a comma.
TIFIA/RRIF?		Is the project currently, or does this project anticipate applying for Transportation Infrastructure Finance and Innovation Act (TIFIA) or Railroad Rehabilitation & Improvement Financing (RRIF) loans? See [https://www.transportation.gov/buildamerica/] for more details.
Apprenticeship Program	No	Is this project planning to use an apprenticeship program?
Type of Apprenticeship Program	N/A	Please provide the type of apprenticeship program and if it is a licensed program.
Project includes a Project Labor Agreement or other workforce agreements?	N/A	Select Yes or No if your project includes a Project Labor Agreement or any other workforce agreements.
Department Financing Program?	No	If your application is unsuccessful, would you like to be contacted about the <u>Department's financing program</u> ?

PROJECT DESCRIPTION

The Millerton Road Widening and Safety Improvements Project (Project) proposes to widen a 3.2-mile stretch of Millerton Road from a two-lane rural roadway to a four-lane divided arterial roadway, and include additional safety features such as roundabouts, striping for bicycle lanes, and left-turn pockets. It spans from North Fork Road in the community of Friant, to the intersection of Millerton Road and Marina Drive/Winchell Cove Road, where a roundabout will be installed (See Attachment A). Another roundabout would be installed at the intersection of Millerton Road and Morningside Drive.

The Project area is located in rural northern Fresno County, in the Sierra Nevada foothills, near Friant Dam and the Millerton Lake reservoir. The dam controls the San Joaquin River flow and the reservoir mainly fulfills the irrigation needs of the San Joaquin Valley agricultural industry. Secondary uses include flood control and recreation, including swimming, fishing, water skiing and camping. A 25 MW hydroelectric plant operated by the Friant Power Authority produces electricity from large releases and two smaller plants use water released for a fish hatchery and to maintain minimum-flow in the river.

Beginning in the unincorporated community of Friant, population 540, the Project extends into unincorporated Fresno County that borders the tribal land of Table Mountain Rancheria, the Chukchansi band of Yokut and Monache tribes of Indigenous Americans. Millerton Road serves as access to Millerton Lake State Park, Table Mountain Casino Resort, and several housing developments. The Project area covers two census tracts, 55.15 and 64.05. They have a combined population of 7,037, so it is considered rural. Neither tract is an Area of Persistent Poverty or a Historically Disadvantaged Community, although the Climate and Economic Justice Screening Tool does designate tract 64.05 as “partially disadvantaged” due to the location of a Federally Recognized Tribe (See Attachment B).

The Project has been ongoing for a number of years and has experienced delays due to environmental, right-of-way, and utility concerns. The Project is now ready for construction; however, funding for the Project is insufficient due to rising construction costs and unexpected issues. During the time the County was working through the delays, Table Mountain Rancheria widened a 0.8 mile section of the roadway in front of their newly built casino on Millerton Road from 2-lane to 4-lane, which starts at the casino entrance and ends at Marina Drive/Winchell Cove Road. The sudden transition from 4-lane to 2-lane traveling west on Millerton Road creates a bottleneck which is very abrupt and has resulted in a number of severe crashes, some fatal. According to the Transportation Injury Mapping System by UC Berkeley SafeTREC, between 2012 and 2022 there were 95 collisions; 10 people were killed and the rest were injured, 16 of which were severe (see Attachment C). The County has proposed a roundabout at this intersection, which will reduce the overall speed of drivers. The roundabout should significantly reduce the number of crashes and deaths that have happened in that location. Additionally, widening the remainder of the road will improve the bottleneck at the intersection and prevent sudden passing or merging maneuvers by impatient drivers.

The project will achieve these objectives by transforming the current 2-lane rural roadway into a 4-lane divided arterial roadway with paved shoulders, including signed and striped bicycle lanes and facilities for pedestrians. Several public road intersections, private road intersections, and driveway intersections would be improved to accommodate the widening of the road and median improvements.

In addition to the roundabout at Millerton Road and Marina Drive/Winchell Cove Road, a second roundabout would be constructed at the intersection of Millerton Road and Morningside Drive, about 0.7 miles west of Marina Drive. The purpose of this additional roundabout would be to reduce driving speeds and accidents while promoting safer driving practices. New housing developments will be built near this intersection in the future, so the second roundabout would provide an additional safety benefit for the presumed increased traffic flow. Additionally, the project will include new, pocketed, left-turn lanes, and a new, two-lane, pre-stressed I-girder bridge over Friant-Kern Canal to complement the already existing bridge and to accommodate the additional two lanes. These alterations will contribute to a higher level of safety and utility for motorists and bicyclists. Finally, erosion control measures will line all embankment area slopes, as well as on cut slopes when the slope material will support growth. The reconstructed roadway would generally follow the alignment of the existing roadway, with deviations needed to upgrade the horizontal and vertical geometry to current standards.

A future phase of the project will widen Millerton Road east of the project area from Sky Harbor Road to Auberry Road, which also serves rural communities. This will complete the expansion of Millerton Road from a 2-lane to a 4-lane road throughout the length of the road, and increase safety and reduce congestion in the area.

PROJECT BUDGET

The amount of work to be done in Census Tract 55.15 is about 0.55 miles, out of total 3.2 mile project, or 17%. The rest is in Census Tract 64.05. The roundabouts will be in Tract 64.05. The bridge expansion occurs across the dividing line of the tracts, so the cost is split in half between both tracts.

There is a contingency amount of 15% for any unforeseen costs or rise in costs, as well as a projection of escalation in costs over 5 years. This estimate was updated in February 2024.

The level of design is 90%. The project has been in various planning stages since 2011 with updates to the project with additional elements and project limits. We will update the plans when additional funding is secured. The roundabouts are designed to be constructed with or without the road widening portion and can be adjusted to accommodate four lanes at a later time.

Table 1:

	Component 1: Road Widening	Component 2: Roundabouts	Component 3: Bridge Expansion	
Funding Source	Funding Amount	Funding Amount	Funding Amount	Total Funding
RSTG Funds:	\$71,000,000	\$0	\$0	\$71,000,000
Other Federal Funds: STBG, HSIP	\$0	\$0	\$0	\$0
Non-Federal Funds:	\$5,000,000	\$0	\$5,000,000	\$5,000,000
Total Project Cost:	\$76,000,000	\$76,000,000	\$76,000,000	\$76,000,000

Table 2a:

2020 Census Tracts	Project Cost per Census Tract
55.15	\$11,000,000
64.05	\$65,000,000
	Total Project Cost: \$76,000,000

Table 2b:

2010 Census Tracts	Project Cost per Census Tract
55.15	\$11,000,000
64.05	\$65,000,000
	Total Project Cost: \$76,000,000

Table 2c:

Urban/Rural	Project Costs
Urban	\$0
Rural	\$76,000,000
	Total Project Cost: \$76,000,000

Date: 11/18/2022 EA No:
 D_CO_RT: 06-FRE-0-CR
 Project No: STPL-5942(311)
 Adv Project id: 0622000227
 Project End Date: 06/30/2027
 Effective PE Reimburse Date: 05/11/2022

To: Fresno County

FINANCE ITEMS	PRO RATA OR LUMP SUM	TOTAL COST OF WORK	FEDERAL PART. COST	FED. REIMB %	FEDERAL Z230	LOCAL
Agency Preliminary Engineering	Lump Sum	\$400,000.00	\$400,000.00	88.53%	\$354,120.00	\$45,880.00
Totals:		\$400,000.00	\$400,000.00	0.00%	\$354,120.00	\$45,880.00

Participation Ratio: 100.00%

This Finance Letter was created based on specific financial information provided by the responsible local agency. The following encumbrance history is prepared by Local Assistance Accounting Office and is provided here for local agency's information and action.

Signature:



Title: HQ Senior Area Engineer

For questions regarding finance letter, contact:

Printed Name : Ted Davini

Telephone No: 916-653-4335

Remarks: At Risk PE starting at 5/11/2022

ACCOUNTING INFORMATION

STPL-5942(311)

Cooperative Work Agreement

ADV. PROJECT ID	APPROP. UNIT	STATE PROG.	FED/STATE	ENCUMBRANCE AMOUNT	APPROP YEAR	EXPENDITURE AMOUNT	ENCUMBRANCE BALANCE	REVERSION DATE*	APPROVED AMOUNT	EXPIRATION DATE
0622000227	22102F	2030010810	F	\$354,120.00	2122	\$0.00	\$354,120.00	06/30/27		

*Please submit invoices to the appropriate Districts by April 1st to avoid funds lapsing on the June 30th reversion date listed above and to allow sufficient time for Accounting and SCO year-end closing procedures.

Date: 11/18/2022 EA No:
 D_CO_RT: 06-FRE-0-CR
 Project No: STPL-5942(273)
 Adv Project Id: 0616000166
 Project End Date: 06/30/2028

To: County of Fresno

FINANCE ITEMS	PRO RATA OR LUMP SUM	TOTAL COST OF WORK	FEDERAL PART. COST	FED. REIMB %	FEDERAL	FEDERAL	LOCAL
					L23R	Y230	
Agency Preliminary Engineering	Lump Sum	\$2,840,603.00	\$218,836.00	88.53%	\$46,868.00	\$146,867.00	\$2,646,868.00
Totals:		\$2,840,603.00	\$218,836.00	0.00%	\$46,868.00	\$146,867.00	\$2,646,868.00

Participation Ratio: 7.70%

This Finance Letter was created based on specific financial information provided by the responsible local agency. The following encumbrance history is prepared by Local Assistance Accounting Office and is provided here for local agency's information and action.

Signature: 
 Title: HQ Senior Area Engineer

For questions regarding finance letter, contact:
 Printed Name : Ted Davini
 Telephone No: 916-653-4335

Remarks:

ACCOUNTING INFORMATION

STPL-5942(273)

Cooperative Work Agreement

ADV. PROJECT ID	APPROP. UNIT	STATE PROG.	FED/STATE	ENCUMBRANCE AMOUNT	APPROP YEAR	EXPENDITURE AMOUNT	ENCUMBRANCE BALANCE	REVERSION DATE*	APPROVED AMOUNT	EXPIRATION DATE
0616000166	22102F	2030010810	F	\$146,867.00	2122	\$0.00	\$146,867.00	06/30/27		
0616000166	16102F	2030010810	F	\$45,982.46	1516	\$45,982.46	\$0.00	06/30/21		

*Please submit invoices to the appropriate Districts by April 1st to avoid funds lapsing on the June 30th reversion date listed above and to allow sufficient time for Accounting and SCO year-end closing procedures.

MERIT CRITERIA

SAFETY

Safety is a high priority and a primary purpose for this project, and one of the most urgent reasons for the need for this project. Millerton Road has experienced far too many fatal collisions, that can be reduced with several road improvements. According to the Transportation Injury Mapping System by UC Berkeley SafeTREC, from 2012-2022, there have been 95 crashes in the area from North Fork Road to Marina Drive, including 10 fatalities (See Attachment C). However, this data doesn't include the several fatalities from 2023 and the most recent one in January 2024. Many accidents occur due to speed, entering the wrong lane, or driving under the influence of alcohol. The proposed improvements of widening the road from two lanes to four lanes gives drivers more space to correct their vehicle, and the proposed roundabouts on Millerton Road at Morningside Drive and at Marina Drive, close to the entrance of nearby Table Mountain Casino Resort where most of the fatal collisions occur, would slow down the speed of drivers without impeding the flow of traffic.

Many accidents and near-misses have occurred as drivers head west away from the casino and back toward the city of Fresno at high speeds and don't account for the curvature of the road in the foothills. From North Fork Road to the casino entrance, there are no traffic lights or stop signs to discourage high speeds; only signs with speed limits and warnings or curves ahead. Table Mountain Rancheria, the owners and operators of the casino, recently widened the road immediately in front of their new location from a two-lane to a four-lane, but the road then returns to a two-lane in both directions with a bottleneck at Millerton Road and Marina Drive. The sudden narrowing of the road can confuse some drivers and cause them to abruptly merge into the next lane. Impatient drivers also use the road widening in this area as an opportunity to pass slower drivers. In a previous attempt meant to keep drivers in their lane and prevent crashes into an embankment, collapsible posts along the shoulder marking a bike lane have been run over and many are permanently flattened, presumably by drivers who didn't make the lane change in time. The bike lane also tapers off and disappears into the dirt shoulder just west of Marina Drive, making it difficult for bicyclists to travel in this area, and many avoid it altogether.

A study conducted in December 2022 by Street Simplified, a traffic safety analytics agency, set up cameras on Millerton Road and Marina Drive to observe driver behavior. Video footage captured a truck losing control and colliding into an embankment in the same spot marked with a cross to commemorate a previous fatal accident. Possible factors in the collision are the wet road, curve of the road, and driver speed. The location of the collision is about 700 feet west of Marina Drive, where the proposed roundabout would be installed. Roundabouts have a Crash Reduction Factor of 68-88% for all types of crashes (Attachment D). This particular driver could have avoided an accident if there had been speed management countermeasures in place.

The traffic on Millerton Road does not stop, so turning left from Marina Drive onto Millerton Road can be quite perilous. The area has seen a growing population with newer housing

developments in recent years, so adding a roundabout at that intersection would increase the safety benefit for these residents. The increase of pedestrians and bicyclists would benefit from the added safety of a designated crossing area as well. An additional roundabout less than a mile west of Marina Drive, at Morningside Drive, would discourage drivers from increasing their speed too much and could also serve as an entrance for future housing developments in the area.

A roundabout would lower speeds as cars approach the curve where many collisions have occurred and reduce the need to change lanes. The divided road will also further separate oncoming traffic from each other, discouraging vehicles from entering the wrong lane. Roundabouts have been proven to be safer than traffic signals (See Attachment D). With traffic signals, there is still a temptation to run a yellow or red light; but with a roundabout, drivers are forced to slow down and bear right, making head-on collisions less likely. A traversable island would allow large vehicles like fire trucks and buses to drive over the curb without damage to the vehicle or infrastructure.

ENVIRONMENTAL SUSTAINABILITY

Roundabouts are better for the environment than traffic signals. They demand less frequent vehicle starts and stops and can therefore reduce greenhouse gas emissions as much as 20-30%, requiring drivers to consume less fuel. They also require less maintenance over time and need no electricity to operate. Environmental sustainability is of the utmost priority in this area, as it is located near Millerton Lake State Park, a popular outdoor recreational area with many camping and hiking destinations. The air quality in this region of the county is better than other areas of the county because it is at a slightly higher elevation and located closer to forests and national parks such as Yosemite, Kings Canyon and Sequoia National Parks, and Sierra National Forest.

Millerton Road is a popular route for cyclists, so bike lanes will be expanded along this route to make it easier for users to choose an active transportation option. Residents and visitors can enjoy access to nearby Millerton Lake and its hiking paths without the need for vehicles, preserving the air quality and expanding access to nearby trails.

QUALITY OF LIFE

Increasing capacity from two lanes to four will allow traffic to be less congested, cause fewer accidents, and save lives. There are several newer housing developments in the area so the population is slowly increasing, which leads to more traffic on Millerton Road and congestion at peak commute times. There are thousands of daily visitors to the Table Mountain Casino Resort, just east of the project area, and speed reduction measures will encourage more cautious driving as visitors enter and exit the parking area.

Residents south of Millerton Road at Marina Drive will enjoy easier pedestrian crossings with the installation of the roundabout. Currently, they have to risk oncoming traffic when crossing

the road. This will increase accessibility to the nearby hiking and biking trails that Millerton Lake recreational area has to offer, and encourage walking and rolling and encourage healthy habits.

Residents in the area and throughout Fresno County are aware of the accidents that have occurred on Millerton Road, and the local news covers the stories every time it happens (see Attachment J). Drivers will have peace of mind knowing the road improvements will increase safety and decrease the number of serious collisions.

MOBILITY AND COMMUNITY CONNECTIVITY

Millerton Road is the only road that leads from some of the newer housing developments in that area to the nearby cities, so accessibility is important for those residents to get to jobs, schools, and other destinations. It also serves as a vital evacuation route in case of emergencies. The increased capacity also allows for easier accessibility for California Department of Forestry and Fire Protection (CalFire), which has a station located off Millerton Road, and improves response time for emergency vehicles responding to wildfires in the nearby mountains. Table Mountain Casino uses charter buses to connect visitors to their location from the Fresno/Clovis area, and across the San Joaquin Valley. Fresno County Rural Transit Agency (FCRTA) operates bus lines that access the area and will make it easier for residents to reach their destinations, including a high percentage of seniors who need access to facilities that hold free meal programs. Millerton Road also serves the rural communities of Auberry and Prather, which are located farther north of the project area. It is one of only a few roads residents can take to get to the Fresno metro area, and it also serves as a connection for travelers to neighboring Madera County.

The bike lanes and pedestrian crossings will be ADA compliant, to be useable by people of all abilities. Pedestrians and cyclists can access the trails surrounding Millerton Lake, such as Pincushion Peak, a popular hiking destination.

ECONOMIC COMPETITIVENESS AND OPPORTUNITY

The recreational activities at Millerton Lake State Park provide a considerable contribution to the local economy. There are hiking, camping, and boating opportunities. Tourism increases traffic flows and congestion, but the negative effects of this traffic influx will be reduced by the proposed road improvements. Additionally, improved traffic conditions will enhance the overall experience for Millerton Lake State Park's visitors. Around 1.2 million recreational visitors and campers visited Millerton Lake State Park in 2023.

Several housing and commercial developments are in various stages of planning and construction along Millerton Road. The Millerton Specific Plan provides for a mixed-use development on 1,420 acres, with an ultimate population between 8,000 and 10,000 people, who will reside in approximately 3,500 dwelling units. That population will be supported by

retail commercial uses, public services and utilities, parks, and a public school. As accessibility and population in the area increases, more business will be attracted to the area.

Table Mountain Casino Resort is a main attraction of the area, and the business benefits the Chukchansi band of Yokut and Monache tribes. In turn, Table Mountain Rancheria has donated money for educational opportunities to students of California State University, Fresno and health programs at Community Medical Centers in Fresno, CA. The Casino recently opened a larger facility next to the former casino building, with a 12-story hotel and 2,000 seat concert venue and an increased number of visitors are expected to make trips to the area. Table Mountain Rancheria has contributed \$2,600,000 to the Millerton Road Widening project in the past.

STATE OF GOOD REPAIR

This project aims to restore and expand existing infrastructure. The road will be in good repair and should not require anything more than routine repairs for approximately 20 years.

Roundabouts have a projected life span of 25 years and require less maintenance than traffic signals. The area is a part of County-maintained mileage; therefore, the County is committed to continue providing the necessary maintenance for the road as stated in California Streets and Highways Code, Section 940. The County's Road Maintenance and Operations division responds to issues with the roads as they occur.

PARTNERSHIP AND COLLABORATION

Table Mountain Rancheria, a federally recognized Native American Tribe with lands reliant on Millerton Road, has contributed \$2.6 million toward the project for engineering and environmental studies. The County of Fresno is working in collaboration with Table Mountain Rancheria to preserve any historical sites or cultural artifacts. We will work with the County District 5 Supervisor, Nathan Magsig, for necessary approvals and outreach to residents. Letters of support have been received from Supervisor Magsig, Fresno County Transportation Authority, Fresno Council of Governments, and two development organizations, Assemi Group and Ewell Group for several past funding opportunities, as well as residents from the area (Attachment G).

We will engage residents in the right-of-way acquisition process and public meetings, notices on social media about work to be done and surveys asking for feedback. Our outreach will be in-person and online, to increase participation, and in additional languages to engage non-English speaking communities.

The County of Fresno follows state and federal Disadvantaged Business Enterprise goals when awarding contracts and is committed to working with minority and women-owned businesses. We have extensive experience collaborating with utility companies for relocation of electrical and telephone lines, as well as waterwork facilities. We anticipate working closely with PG&E and the Waterworks District.

INNOVATION

A roundabout is innovative for the area. There are very few roundabouts in the county, and these would be the first roundabouts constructed in unincorporated Fresno County on a County maintained road. It will be traversable so that large vehicles such as fire trucks and school buses can pass over the curb of the roundabout without causing damage or causing the vehicle to overturn. If the roundabouts are built before the road can be expanded to four-lanes, the roundabout can accommodate the expansion at a later date. We are excited to implement this traffic calming measure that will serve as an example that could be used elsewhere in the county in place of other traditional measures that may not be as effective.

PROJECT READINESS

SCHEDULE

A detailed schedule is attached with this document. Preliminary engineering has already begun and the environmental reviews are complete. Construction is expected to be completed by July 2030.

ENVIRONMENTAL RISK ASSESSMENT

The projects for the road widening and the roundabout are both programmed into the Federal Transportation Improvement Program (FTIP)(Attachment H).

The NEPA and CEQA processes have been completed. There was a Categorical Exclusion finding for NEPA, validated in June 2022. For CEQA, there was a Mitigated Negative Declaration in 2013 (Attachment I).

Right of way acquisitions are in process and not expected to cause any undue delays.

In 2020, the Fresno Council of Governments launched a comprehensive public involvement process to gather information from the public to incorporate into the development of the Regional Transportation Plan (RTP). The RTP establishes regional goals, identifies present and future needs, deficiencies, and constraints, analyze potential solutions, estimates available funding, and proposes investments. This included strategies to involve low-income communities and communities of color as well as limited-English proficient populations. These strategies help ensure that environmental justice issues are addressed and that interested members of the public have ample opportunity to understand and provide meaningful input while the RTP is in its early stages and throughout the planning process. The road widening project and safety improvements for Millerton Road are included in the approved 2022 RTP. Letters of support have been secured from County Supervisor Nathan Magsig, Fresno County Transportation Authority, Fresno Council of Governments, and two development organizations, Assemi Group and Ewell Group, as well as residents in the area.

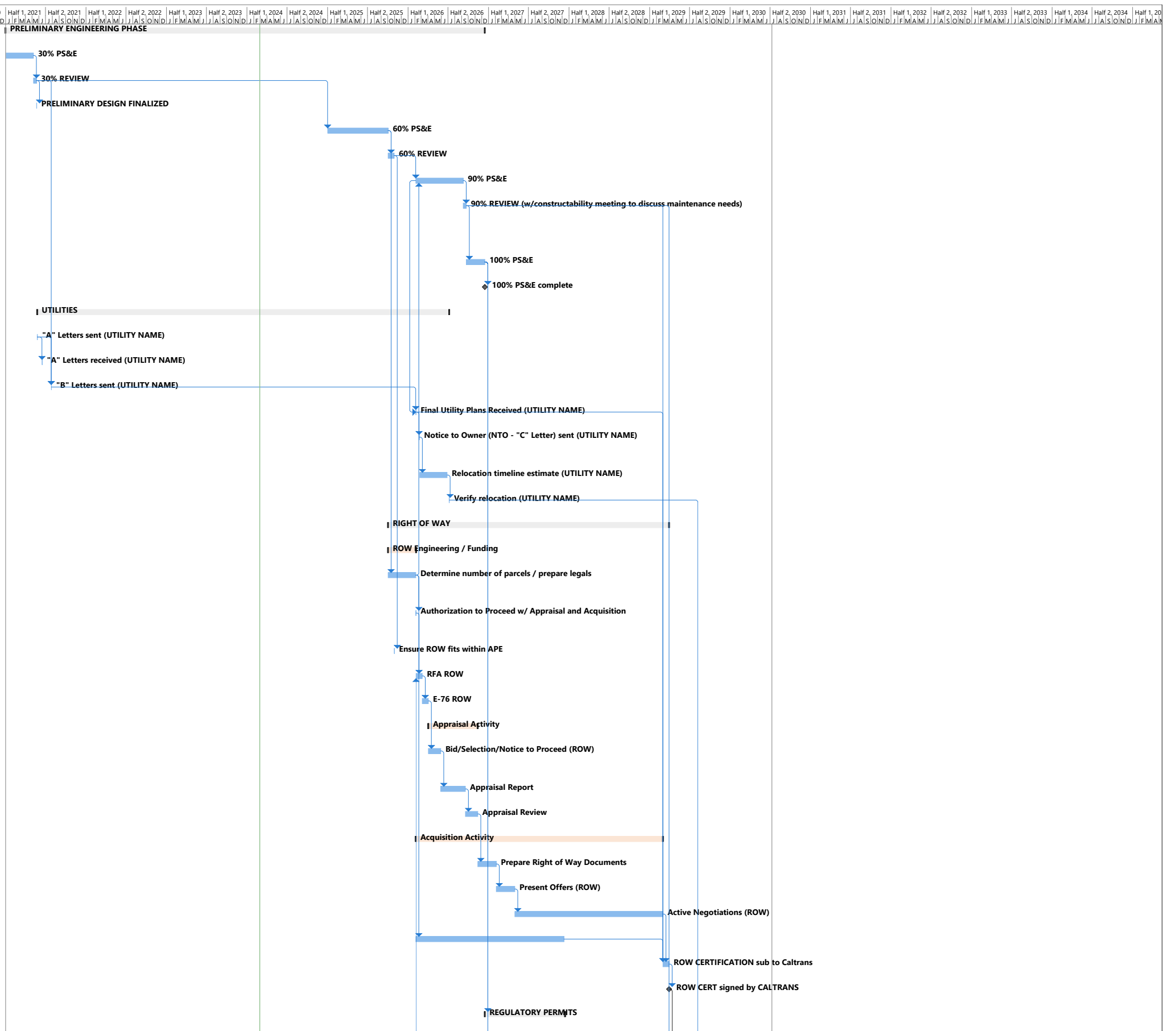
TECHNICAL CAPACITY

The County of Fresno Public Works and Planning Department has extensive experience with handling federal awards and delivering projects with similar scope and scale. We comply with all federal rules and regulations, including Civil Rights requirements, Buy America provisions, and ADA regulations. All contractors who perform work for the County must also comply with all applicable requirements. In the past decade, we have completed or are in the process of working on dozens of road and bridge construction projects. We perform regular progress reporting for projects that receive federal or state funding.

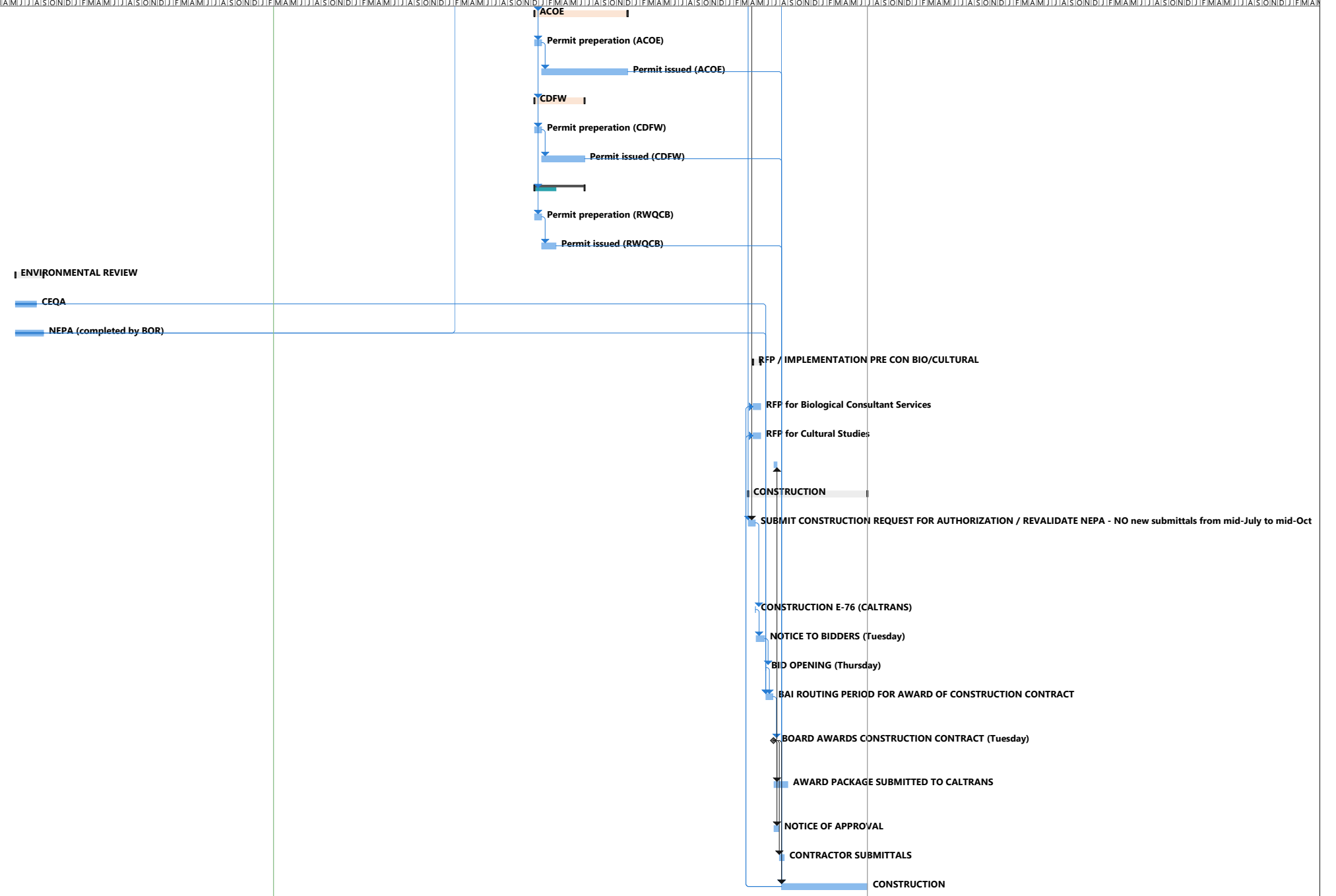
Some past projects include: the reconstruction of American Ave from SR 99 to Temperance Ave, a combined 3.4 miles of HMA overlay that included realignment and signalization of an intersection; replacement of Italian Bar Bridge from a single lane to two lane bridge; and

constructing sidewalk, curb and gutter, ADA curb ramps, drainage facilities, and a lighted crosswalk in the community of Biola. The County is currently carrying out activities for an awarded Safe Streets and Roads for All (SS4A) Grant to build a Road Safety Plan. It will include a Countywide evaluation of the roads and plans for implementing safety countermeasures. Robust public engagement will occur as part of the process of compiling data and engaging rural, underserved communities.

ID	Task Name	% Complete	Duration	Start	Finish	Resource Names	Predecessors	Notes
1	PRELIMINARY ENGINEERING PHASE	0%	1552 days	Fri 1/1/21	Mon 12/14/26			
2	30% PS&E	0%	90 days	Fri 1/1/21	Thu 5/6/21			
3	30% REVIEW	0%	10 days	Fri 5/7/21	Thu 5/20/21		2	
4	PRELIMINARY DESIGN FINALIZED	0%	1 day	Fri 5/21/21	Fri 5/21/21		3	
5	60% PS&E	0%	196 days	Wed 1/1/25	Wed 10/1/25		3	
6	60% REVIEW	0%	20 days	Thu 10/2/25	Wed 10/29/25		5	
7	90% PS&E	0%	153 days	Thu 2/5/26	Mon 9/7/26		6,21	
8	90% REVIEW (w/constructability meeting to discuss maintenance needs)	0%	10 days	Tue 9/8/26	Mon 9/21/26		7	
9	100% PS&E	0%	60 days	Tue 9/22/26	Mon 12/14/26		8	
10	100% PS&E complete	0%	0 days	Mon 12/14/26	Mon 12/14/26		9	
11	UTILITIES	0%	1336 days	Mon 5/24/21	Mon 7/6/26			
12	"A" Letters sent (UTILITY NAME)	0%	1 day	Mon 5/24/21	Mon 5/24/21			
13	"A" Letters received (UTILITY NAME)	0%	1 day	Tue 6/15/21	Tue 6/15/21		12FS+15 days	
14	"B" Letters sent (UTILITY NAME)	0%	1 day	Tue 7/27/21	Tue 7/27/21		12FS+45 days,3	
15	Final Utility Plans Received (UTILITY NAME)	0%	1 day	Thu 2/5/26	Thu 2/5/26		7SS,14FS+120 d	
16	Notice to Owner (NTO - "C" Letter) sent (UTILITY NAME)	0%	1 day	Fri 2/20/26	Fri 2/20/26		15FS+10 days	
17	Relocation timeline estimate (UTILITY NAME)	0%	90 days	Mon 2/23/26	Fri 6/26/26		16	
18	Verify relocation (UTILITY NAME)	0%	1 day	Mon 7/6/26	Mon 7/6/26		17FS+5 days	
19	RIGHT OF WAY	0%	911 days	Thu 10/2/25	Thu 3/29/29			
20	ROW Engineering / Funding	0%	91 days	Thu 10/2/25	Thu 2/5/26			
21	Determine number of parcels / prepare legals	0%	90 days	Thu 10/2/25	Wed 2/4/26		5	
22	Authorization to Proceed w/ Appraisal and Acquisition	0%	1 day	Thu 2/5/26	Thu 2/5/26		21	
23	Ensure ROW fits within APE	0%	1 day	Thu 10/30/25	Thu 10/30/25		6	
24	RFA ROW	0%	20 days	Fri 2/6/26	Thu 3/5/26		49,22	
25	E-76 ROW	0%	20 days	Fri 3/6/26	Thu 4/2/26		24	
26	Appraisal Activity	0%	160 days	Fri 4/3/26	Thu 11/12/26			
27	Bid/Selection/Notice to Proceed (ROW)	0%	40 days	Fri 4/3/26	Thu 5/28/26		25	
28	Appraisal Report	0%	80 days	Fri 5/29/26	Thu 9/17/26		27	
29	Appraisal Review	0%	40 days	Fri 9/18/26	Thu 11/12/26		28	
30	Acquisition Activity	0%	801 days	Thu 2/5/26	Thu 3/1/29			
31	Prepare Right of Way Documents	0%	60 days	Fri 11/13/26	Thu 2/4/27		29	
32	Present Offers (ROW)	0%	60 days	Fri 2/5/27	Thu 4/29/27		31	
33	Active Negotiations (ROW)	0%	480 days	Fri 4/30/27	Thu 3/1/29		32	
34	BOR Easement Coordination	0%	480 days	Thu 2/5/26	Wed 12/8/27		21	
35	ROW CERTIFICATION sub to Caltrans	0%	20 days	Fri 3/2/29	Thu 3/29/29		8,33,15,34	
36	ROW CERT signed by CALTRANS	0%	0 days	Thu 3/29/29	Thu 3/29/29		35	
37	REGULATORY PERMITS	0%	260 days	Tue 12/15/26	Mon 12/13/27		9	



ID	Task Name	% Complete	Duration	Start	Finish	Resource Names	Predecessors	Notes
38	ACOE	0%	260 days	Tue 12/15/26	Mon 12/13/27		9	
39	Permit preparation (ACOE)	0%	20 days	Tue 12/15/26	Mon 1/11/27		9	
40	Permit issued (ACOE)	0%	240 days	Tue 1/12/27	Mon 12/13/27		39	Expired in 2017
41	CDFW	0%	140 days	Tue 12/15/26	Mon 6/28/27		9	
42	Permit preparation (CDFW)	0%	20 days	Tue 12/15/26	Mon 1/11/27		9	
43	Permit issued (CDFW)	0%	120 days	Tue 1/12/27	Mon 6/28/27		42	
44	RWQCB	0%	140 days	Tue 12/15/26	Mon 6/28/27		9	
45	Permit preparation (RWQCB)	0%	20 days	Tue 12/15/26	Mon 1/11/27		9	
46	Permit issued (RWQCB)	0%	40 days	Tue 1/12/27	Mon 3/8/27		45	
47	ENVIRONMENTAL REVIEW	100%	80 days	Mon 5/24/21	Fri 9/10/21			
48	CEQA	100%	60 days	Mon 5/24/21	Fri 8/13/21			
49	NEPA (completed by BOR)	100%	80 days	Mon 5/24/21	Fri 9/10/21			
50	RFP / IMPLEMENTATION PRE CON BIO/CULTURAL	0%	22 days	Wed 4/18/29	Thu 5/17/29			
51	RFP for Biological Consultant Services	0%	22 days	Wed 4/18/29	Thu 5/17/29		64SS-80 days	
52	RFP for Cultural Studies	0%	22 days	Wed 4/18/29	Thu 5/17/29		64SS-80 days	
53	PRECONSTRUCTION SURVEYS	0%	10 days	Mon 7/9/29	Fri 7/20/29		60	
54	CONSTRUCTION	0%	333 days	Fri 3/30/29	Tue 7/9/30			
55	SUBMIT CONSTRUCTION REQUEST FOR AUTHORIZATION / REVALIDATE NEPA - NO new submittals from mid-July to mid-Oct	0%	20 days	Fri 3/30/29	Thu 4/26/29		8,36	
56	CONSTRUCTION E-76 (CALTRANS)	0%	1 day	Fri 4/27/29	Fri 4/27/29		55	
57	NOTICE TO BIDDERS (Tuesday)	0%	25 days	Mon 4/30/29	Fri 6/1/29		56	
58	BID OPENING (Thursday)	0%	1 day	Wed 6/6/29	Wed 6/6/29		57FS+2 days	
59	BAI ROUTING PERIOD FOR AWARD OF CONSTRUCTION CONTRACT	0%	20 days	Thu 6/7/29	Wed 7/4/29		48,49,58	
60	BOARD AWARDS CONSTRUCTION CONTRACT (Tuesday)	0%	0 days	Fri 7/6/29	Fri 7/6/29		59FS+2 days	
61	AWARD PACKAGE SUBMITTED TO CALTRANS	0%	40 days	Mon 7/9/29	Fri 8/31/29		60	
62	NOTICE OF APPROVAL	0%	15 days	Mon 7/9/29	Fri 7/27/29		60	
63	CONTRACTOR SUBMITTALS	0%	15 days	Mon 7/30/29	Fri 8/17/29		60FS+15 days	
64	CONSTRUCTION	0%	240 days	Wed 8/8/29	Tue 7/9/30		40,43,46,18,60FS	
65	PROJECT CONSTRAINTS	0%						
66	2029/30 NESTING BIRD WINDOW (Feb 15- Sept 1)	0%						
67	2029/30 IRRIGATION SEASON (bridge work)(approx. Sept 1 - March 1)	0%						
68	2029 WET SEASON (CTS MOVEMENT) (Approx. Nov - April 1)	0%						



BENEFIT COST ANALYSIS NARRATIVE

A Benefit-Cost Analysis (BCA) was performed for the County of Fresno "Millerton Road Widening and Safety Improvements" for submission to the U.S. Department of Transportation (U.S. DOT). A BCA is required as part of the grant submission for the Rural Surface Transportation Grant (RSTG) program. The analysis was completed to determine the benefit-cost of proposed improvements, including widening the 2-lane undivided travel-way to a 4-lane divided travel-way, which would provide safer trips and reduce crashes for users. The project also includes installation of roundabouts at two intersections, which will provide added safety for drivers. Millerton Road within the project area has an Annual Average Daily Traffic (AADT) rate of 11,000.

Methodologies

Recommended U.S. DOT methodologies for BCA were followed in order to provide the department with project comparisons and to make analysis strategies transparent. BCAs methodologies were outlined in "Benefit-Cost Analysis Guidance for Discretionary Grant Programs," and the provided "USDOT Benefit-Cost Analysis Spreadsheet Template" was utilized to determine the Benefit Cost Ratio (BCR) for the project. The BCA covers a 20-year analysis period with 2 years of design and environmental review, 2 years of right of way and utility relocation, 2 years of construction and 20 years of benefits.

The analysis focuses on safety due to a high volume of crashes and fatalities on the approximate 3.5 miles of roadway in the project area within a 10-year period. Data was obtained from the Transportation Injury Mapping System (TIMS) for the period between 1/1/2012-12/31/2022 (see Attachment C), although more crashes and fatalities have occurred since that time and haven't yet become available in their system. The data showed the following statistics for the roadway in the project area:

Overall crashes: 95

Injury crashes (all severities): 85

Fatalities: 10

Crash Reduction Factors (CRFs)

According to an informational article published by the Federal Highway Administration (FHWA)(Attachment D), in a study of six states, roundabouts have been shown to reduce overall crashes by 68%, injury crashes by 88% and fatal crashes by 100%. Along with these CRFs, other data was used from FHWA's "Desktop Reference for Crash Reduction Factors; Table 7: Median Countermeasures," (Attachment E). The CRF for a rural, multi-lane, divided road with an AADT of >5,000 is 52%. In order to figure the best CRF for the entire project including the roundabouts, an average of all the CRFs was calculated to be 77%:

$$.68 + .88 + 1.00 + .52 = 3.08$$

$$3.08 / 4 = .77$$

$$\text{CRF} = 77\%$$

On the Safety Tab of the BCA spreadsheet, the No-Build Safety Cost was calculated using the following costs:

BENEFIT COST ANALYSIS NARRATIVE

Crash Type	Monetized Value (2022 \$)
PDO Crash	\$9,100
Injury Crash	\$313,000
Fatal Crash	\$14,022,900

No PDO data was available for the TIMS information that was accessed. The data focused on injury and fatal accidents. The calculations for the No-build Safety Costs were as follows

Injuries between 2012 and 2022 = 85

$85 / 10 = 8.5$ per year

$8.5 * 313,000 = 2,660,500$

Fatalities between 2012 and 2022 = 10

$10 / 10 = 1$

$1 * 14,022,900 = 14,022,900$

$2,660,500 + 14,022,900 = 16,683,400$

\$16,663,400 represents the No-build safety cost for each year over a 20-year period.

The Build safety costs were determined by calculating the CRFs and then applying them to the costs:

Yearly Injuries = 8.5

$8.5 * .77 = 6.55$

$8.5 - 6.55 = 1.95$

$1.95 * 10 = 19.5$ injuries per 10 years reduction

$1.95 * 313,000 = 610,350$

Yearly Fatalities

$1 - .77 = .23 \rightarrow .23$ deaths per year

$.23 * 10 = 2.3$ deaths per 10 years reduction

$.23 * 14,022,900 = 3,225,267$

$610,350 + 3,227,267 = 3,837,182$

\$3,837,182 represents the Build safety cost for each year over a 20-year period.

Project Costs

The entire cost of the project, not accounting for inflation, is \$65,365,500.

According to the spreadsheet, the calculated Cost in Constant Dollars (2022 \$) is \$53,054,054, and the discounted capital cost is \$42,998,477.

The undiscounted safety cost for a 20 year period is \$231,231,924.

The discounted safety cost for a 20 year period is \$155,056,417.

The calculated net present value is \$112,057,939.

BENEFIT COST ANALYSIS NARRATIVE

The result is a Benefit Cost Ratio (BCR) of 3.61.

Conclusion

The BCR of 3.61 shows that the project is cost effective.



**FRESNO COUNTY DEPARTMENT OF PUBLIC WORKS AND PLANNING
PRELIMINARY ENGINEER'S ESTIMATE
MILLERTON ROAD
NORTH FORK ROAD TO MARINA DRIVE**

PROJECT:
MILLERTON ROAD IMPROVEMENT

STRUCTURAL SECTION:
0.55' AC/ 0.8' AB

LOCATION:
MILLERTON RD NORTH FORK RD TO MARINA DR

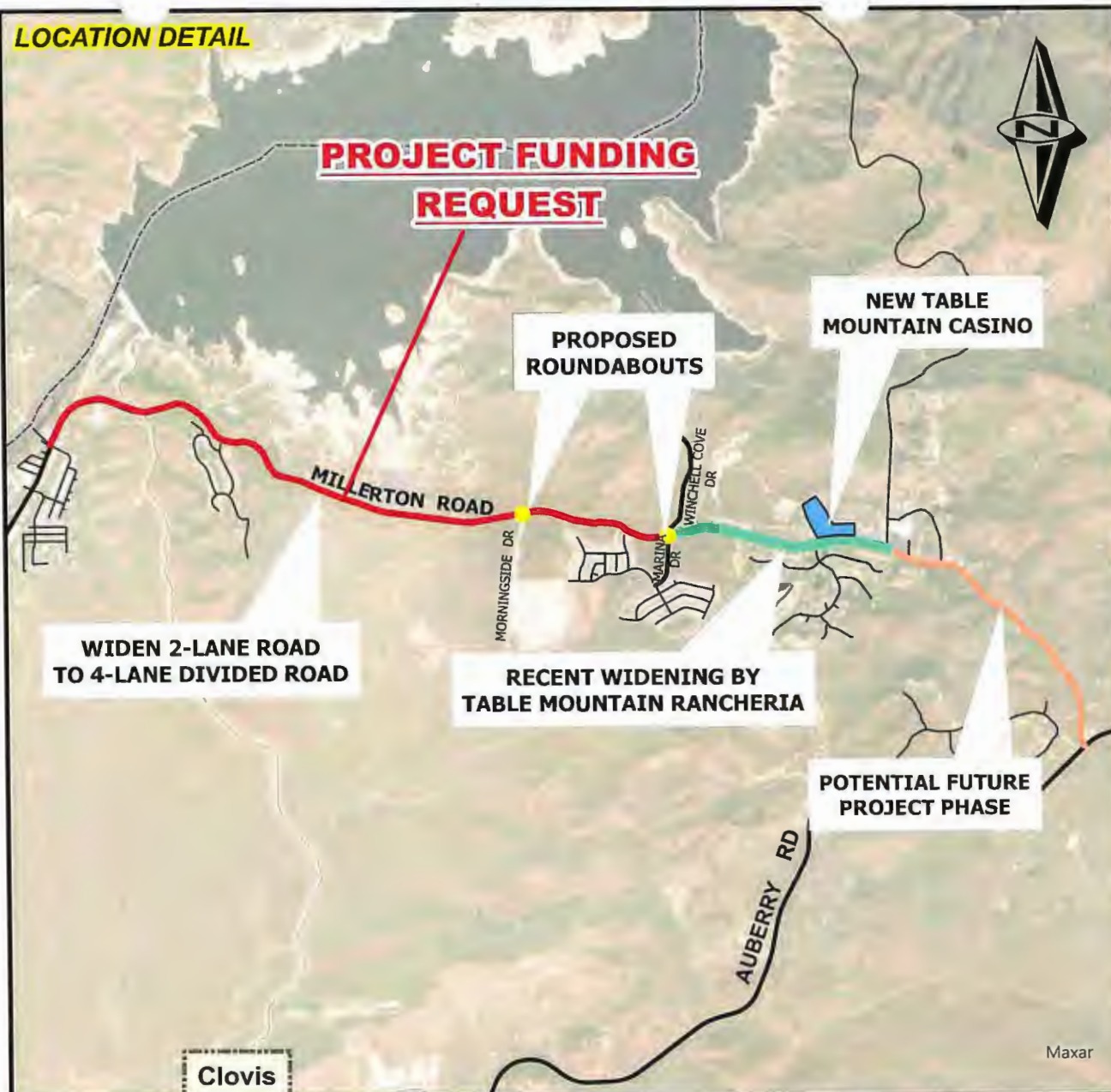
LENGTH:
3.16 mi.

Item No.	Quantity		Units	Item	Unit Price	Item Price
1	600,000		\$	SUPPLEMENTAL WORK		1 \$600,000
2	1		LS	PREPARE STORM WATER POLUTION PREVENTION PLAN	\$ 5,000	\$5,000
3	1		LS	WATER POLUTION CONTROL	\$ 100,000	\$100,000
4	2		EA	CONSTRUCTION PROJECT INFORMATION SIGNS	\$3,000	\$6,000
5	2		EA	ABANDON WATER WELL	\$50,000	\$100,000
6	1		LS	TRAFFIC CONTROL SYSTEM	\$500,000	\$500,000
7	1		LS	CLEARING AND GRUBBING	\$500,000	\$500,000
8	1		LS	FRIANT-KERN CANAL BRIDGE CONSTRUCTION	\$12,000,000	\$12,000,000
9	180,000	F	CY	ROADWAY EXCAVATION	\$60	\$10,800,000
10	5,000		CY	EMBANKMENT CONSTRUCTION	\$30	\$150,000
11	60,000		TON	HOT MIX ASPHALT	\$110	\$6,600,000
12	40,000	F	CY	AGGREGATE BASE (CLASS 2)	\$65	\$2,600,000
13	75		TON	TACK COAT	\$1,500	\$112,500
14	40		EA	ROADSIDE SIGN (ONE POST)	\$375	\$15,000
15	1		LS	EROSION CONTROL, HYDROSEEDING	\$250,000	\$250,000
16	1		LS	PLACE AC (MISC. AREA)	\$150,000	\$150,000
17	15,000		LF	PLACE AC DIKE	\$13	\$195,000
18	1		LS	OVERSIDE DRAINS	\$400,000	\$400,000
19	1		LS	FINISHING ROADWAY	\$150,000	\$150,000
20	1		LS	THERMOPLASTIC TRAFFIC STRIPING & PAVEMENT MARKINGS	\$500,000	\$500,000
21	1		LS	PAVEMENT MARKER (REFLECTIVE)	\$100,000	\$100,000
22	1		LS	FENCE (TYPE BW, METAL POST)	\$200,000	\$200,000
23	1		LS	CULVERTS	\$1,500,000	\$1,500,000
24	1		LS	TRAFFIC SIGNAL (NORTH FORK & MILLERTON)	\$600,000	\$600,000
25	2		EA	ROUNDBABOUT (MILLERTON & MARINA AND MILLERTON & MORNINGSIDE)	\$2,000,000	\$4,000,000
26	1		LS	MISCELLANEOUS VARIOUS ITEMS (i.e median, guardrails, etc)	\$1,000,000	\$1,000,000
27	1		LS	MOBILIZATION	\$1,200,000	\$1,200,000
TOTAL CONTRACT CONSTRUCTION						\$44,333,500

PRELIMINARY ENGINEERING (5%)	\$2,217,000
ENVIRONMENTAL MITIGATION	\$3,000,000
CONSTRUCTION ENGINEERING (15%)	\$6,650,000
CONTRACT ADMINISTRATION	\$15,000
CONTINGENCY (15%)	\$6,650,000
RIGHT OF WAY	\$2,500,000
TOTAL PROJECT COST IN CURRENT DOLLARS	\$65,365,500
ESCALATION COST AT 3% PER YEAR FOR 5 YEARS	\$10,458,000

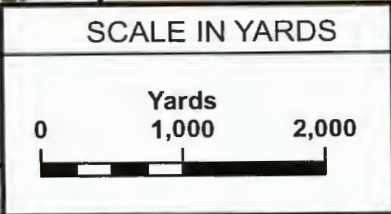
TOTAL PROJECT COST	\$75,823,500
---------------------------	---------------------

LOCATION DETAIL



Prepared By: Diana Nuttman, Staff Analyst
 Date: 02/27/2024 (revised)
 Agency: County of Fresno
 Department: Public Works & Planning
 Division: Design

2220 TULARE STREET, 6TH FLOOR, FRESNO, CA 93721
 Phone: (559) 600-4109 | Fax: (559) 600-4544



DEPARTMENT OF PUBLIC WORKS & PLANNING

**ATTACHMENT A
 MILLERTON ROAD WIDENING
 AND SAFETY IMPROVEMENTS**

Climate and Environmental Justice Screening Tool (CEJST)

Millerton Road - Tract 64.05

Tract information

Number: 06019006404
 County: Fresno County
 State: California
 Population: 4,731

Tract demographics

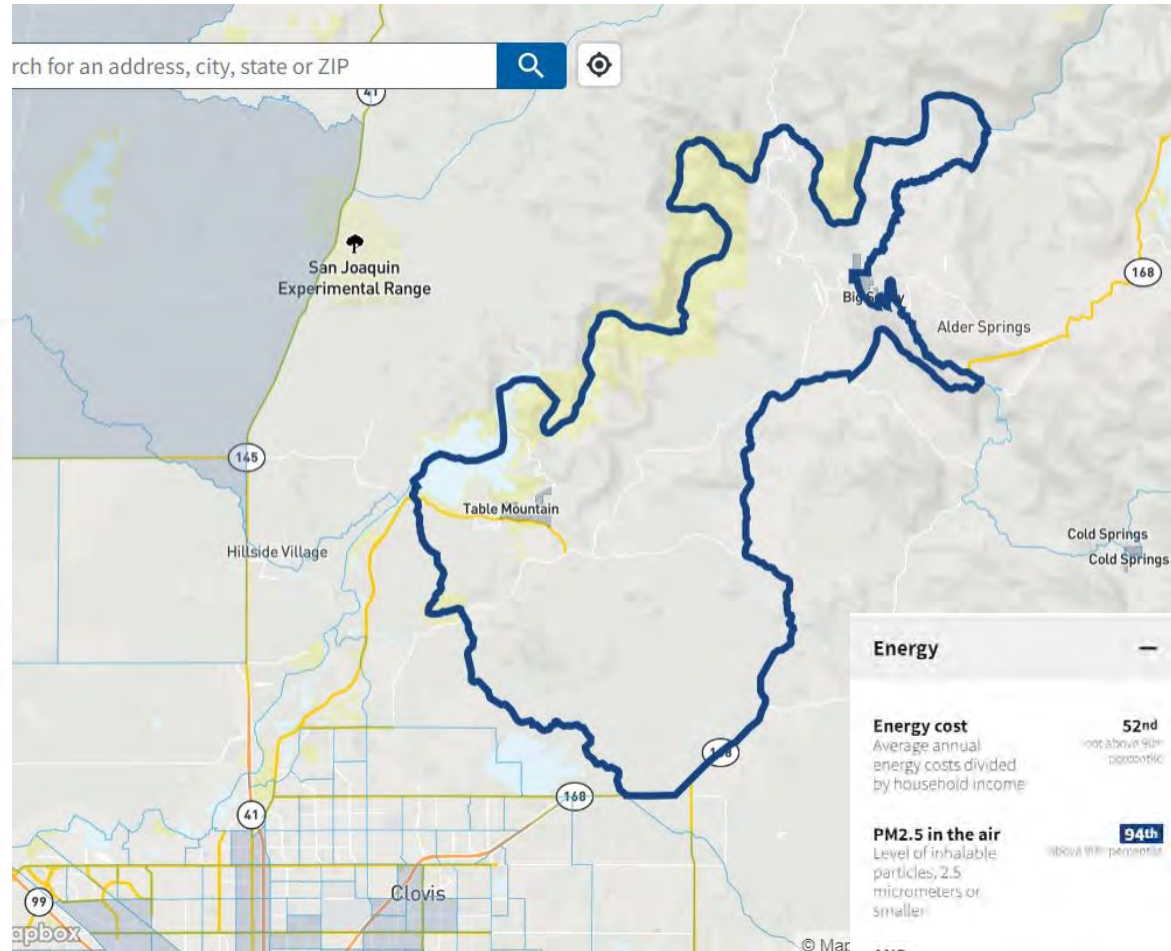
Race / Ethnicity (Hide ^)

White	76%
Black or African American	1%
American Indian and Alaska Native	4%
Asian	2%
Native Hawaiian or Pacific Islander	0%
Other	2%
Two or more races	5%
Hispanic or Latino	11%
Age (Hide ^)	
Children under 10	5%
Ages 10 - 64	73%
Elderly over 65	21%

Identified as disadvantaged?

PARTIALLY

The lands of Federally Recognized Tribes that cover less than 1% of this tract are considered disadvantaged.



Climate change

Expected agriculture loss rate

Economic loss to agricultural value resulting from natural hazards each year

83rd
not above 90th percentile

Expected building loss rate

Economic loss to building value resulting from natural hazards each year

98th
above 90th percentile

Expected population loss rate

Fatalities and injuries resulting from natural hazards each year

54th
not above 90th percentile

Projected flood risk

Projected risk to properties from projected floods, from tides, rain, riverine and storm surges within 30 years

57th
not above 90th percentile

Projected wildfire risk

Projected risk to properties from wildfire from fire fuels, weather, humans, and fire movement in 30 years

94th
above 90th percentile

Energy

Energy cost

Average annual energy costs divided by household income

52nd
not above 90th percentile

PM2.5 in the air

Level of inhalable particles, 2.5 micrometers or smaller

94th
above 90th percentile

AND

Low income

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

41st
not above 90th percentile

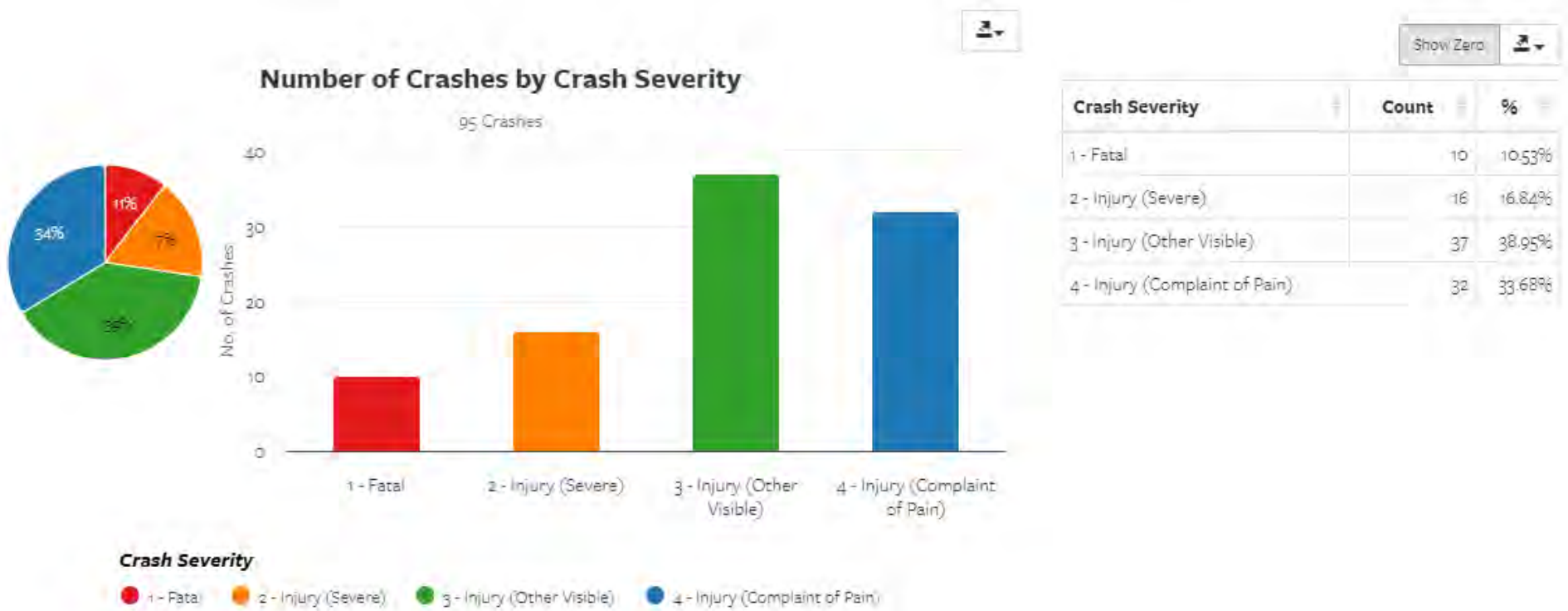
Transportation Injury Mapping System (TIMS)
Millerton Road, from North Fork Road to Marina Drive
Total of 95 crashes reported
(01/01/2012-12/31/2022)



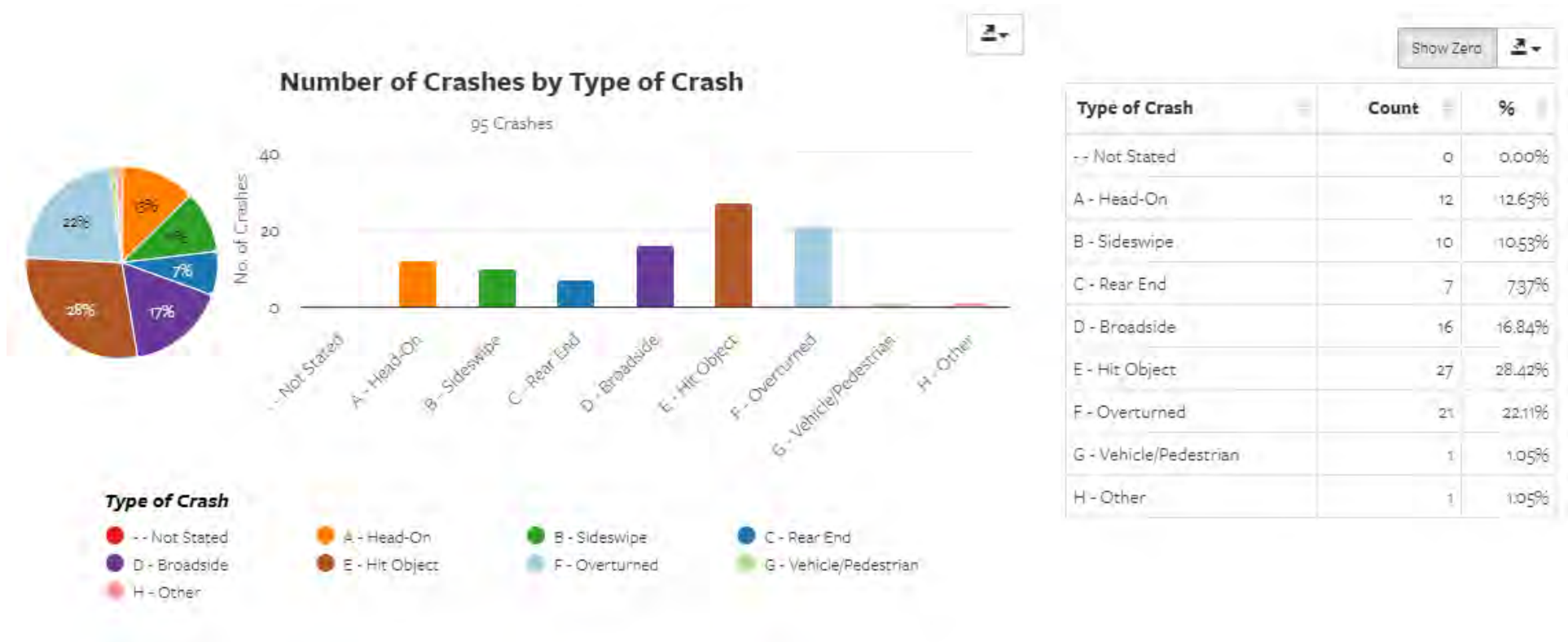
<https://tims.berkeley.edu/tools/gismap/>

Accessed on 01/29/2024

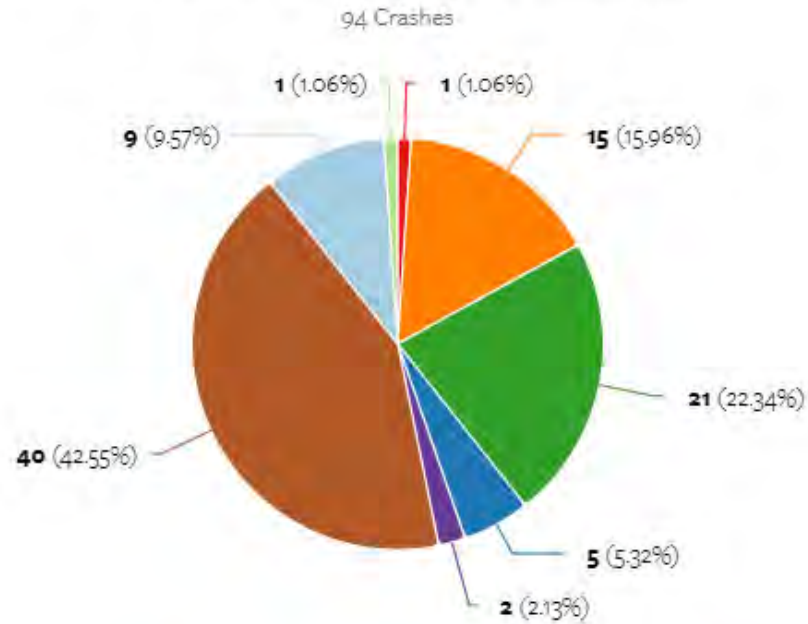
ATTACHMENT C



ATTACHMENT C



Number of Crashes by PCF Violation



PCF Violation

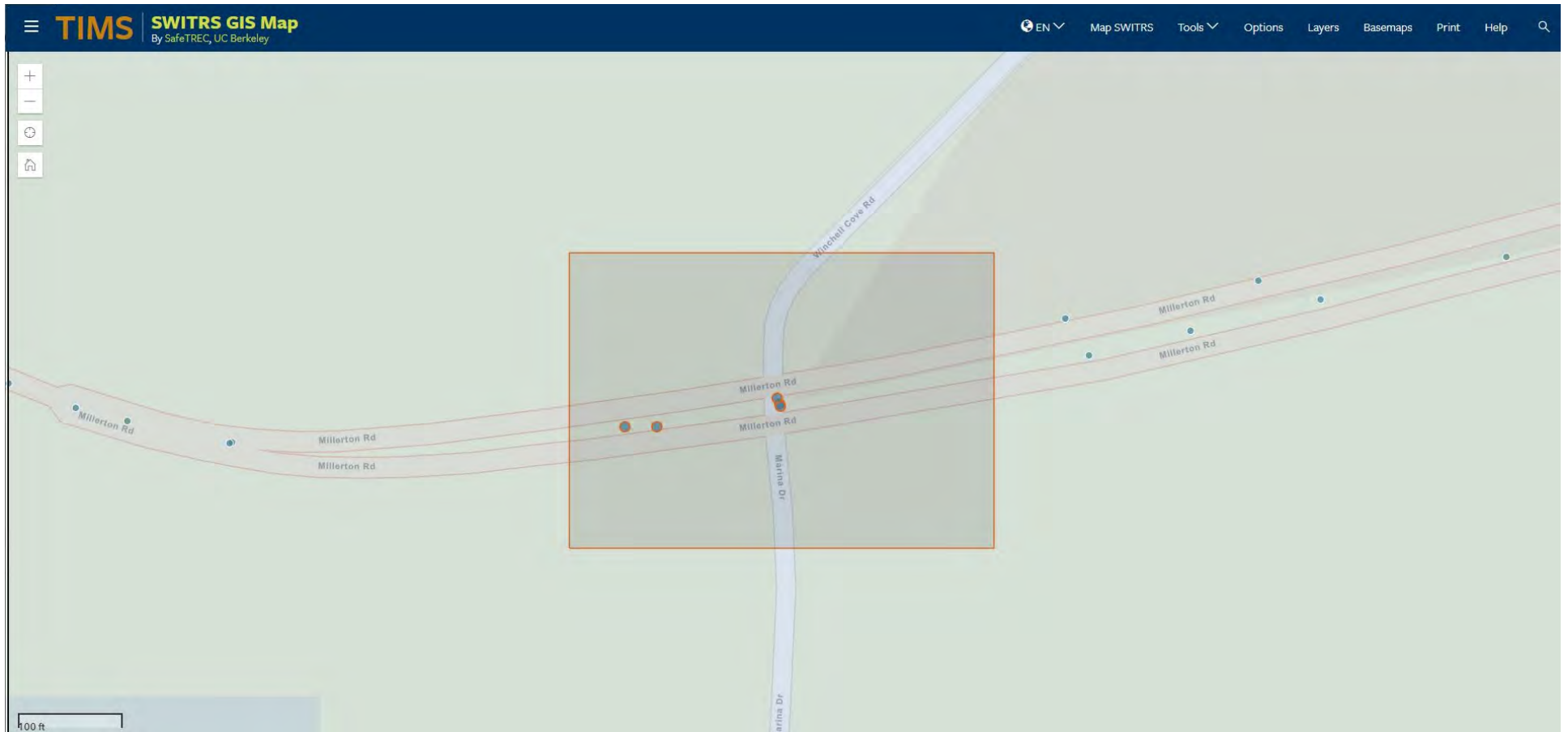
- 00 - Unknown
- 01 - Driving or Bicycling Under the Influence of Alcohol or Drug
- 02 - Wrong Side of Road
- 03 - Unsafe Speed
- 04 - Improper Passing
- 05 - Automobile Right of Way
- 06 - Pedestrian Violation
- 07 - Improper Turning

Transportation Injury Mapping System (TIMS)

Millerton Road and Marina Drive Intersection

Total of 5 crashes reported

(01/01/2012-12/31/2022)

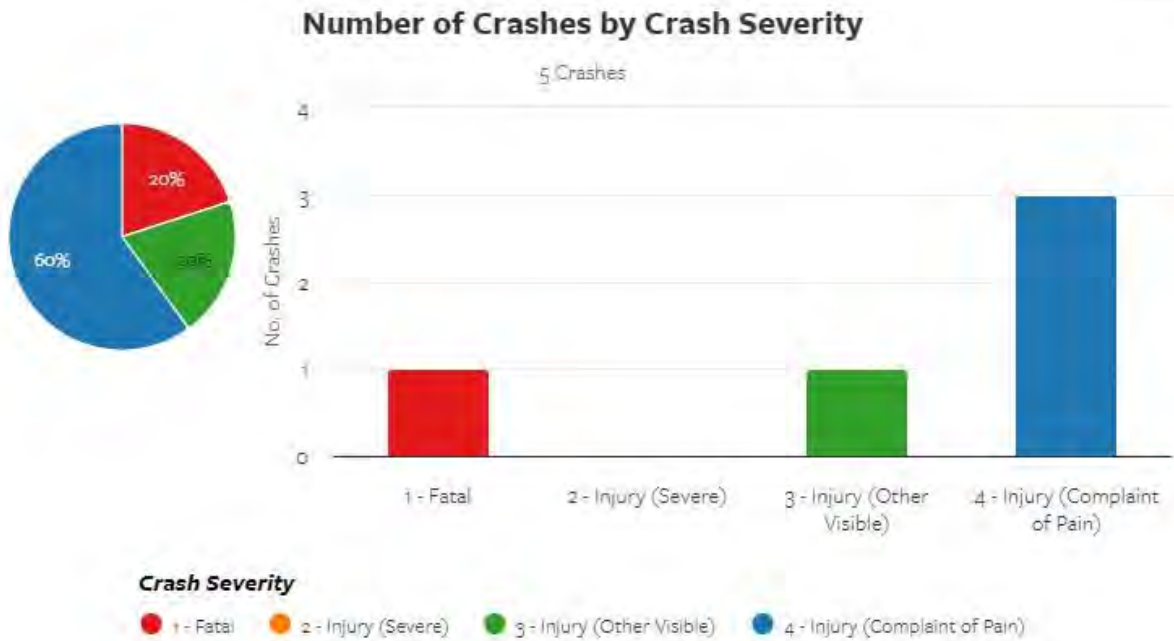


<https://tims.berkeley.edu/tools/gismap/>

Accessed on 2/22/2024

ATTACHMENT C

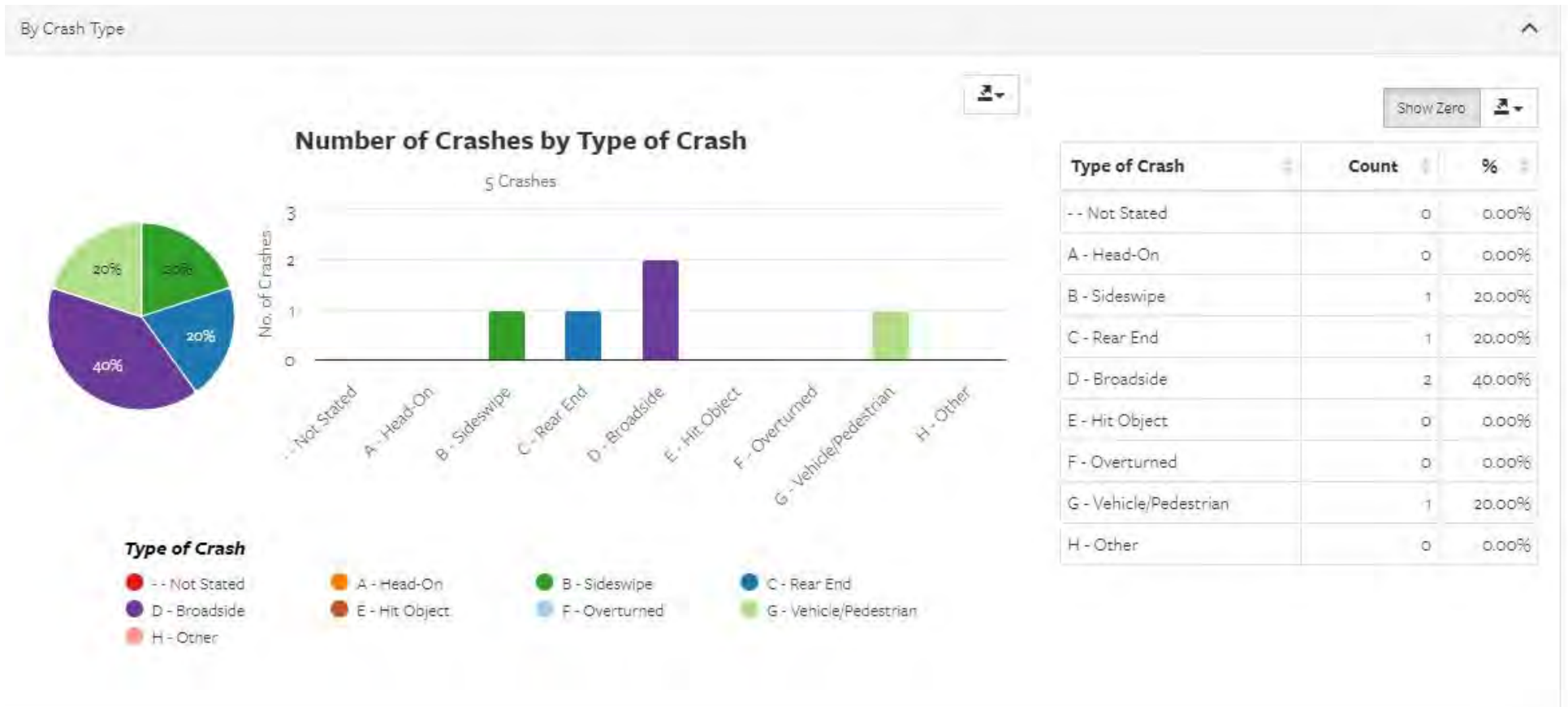
By Crash Severity



Show Zero

Crash Severity	Count	%
1 - Fatal	1	20.00%
2 - Injury (Severe)	0	0.00%
3 - Injury (Other Visible)	1	20.00%
4 - Injury (Complaint of Pain)	3	60.00%

ATTACHMENT C



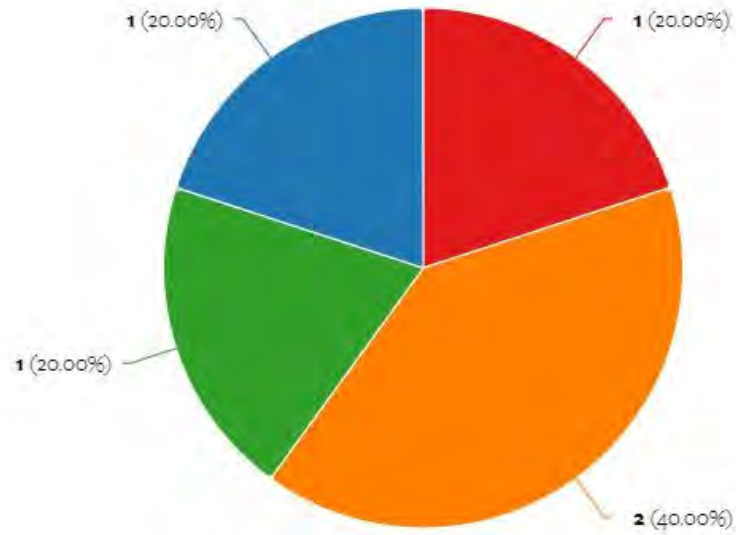
ATTACHMENT C

By Primary Crash Factor (PCF) Violation



Number of Crashes by PCF Violation

5 Crashes



PCF Violation

- 03 - Unsafe Speed
- 05 - Wrong Side of Road
- 09 - Automobile Right of Way
- 11 - Pedestrian Violation

State Hwy 55 at County Hwy KK Calumet County, Wisconsin

The intersection of State Trunk Highway 55 (STH 55) and County Trunk Highway KK (CTH KK) was originally a two-way stop-controlled intersection with a 55 mph posted speed limit on each approach. In a five-year period (2001-2005), 30 crashes occurred at the intersection resulting in 17 people injured and one person killed.

The Wisconsin Department of Transportation (WisDOT) added intersection warning signs along STH 55 in advance of CTH KK and lowered the approach posted speed limits to 45 mph, but crashes continued to occur.

In 2006, WisDOT decided to reconstruct the intersection as a roundabout. They modified the design to account for the high-speed approaches by providing longer splitter islands and pavement markings, along with enhanced signing. These features help drivers recognize the roundabout well in advance, and to reduce their speed accordingly.

In the six-year period after construction, WisDOT reports there have been 11 total crashes resulting in one person injured and zero fatalities. These significant reductions in crashes made this project a success for WisDOT, and helped them move forward with other roundabouts along rural highways throughout the state.



FHWA identified roundabouts as a **Proven Safety Countermeasure** because of their ability to substantially reduce the types of crashes that result in injury or loss of life. Roundabouts are designed to improve safety for all users, including pedestrians and bicycles. They also provide significant operational benefits compared to conventional intersections.

What is a Roundabout?

A roundabout is a type of circular intersection, but is quite unlike a neighborhood traffic circle or large rotary. Roundabouts have been proven safer and more efficient than other types of circular intersections.

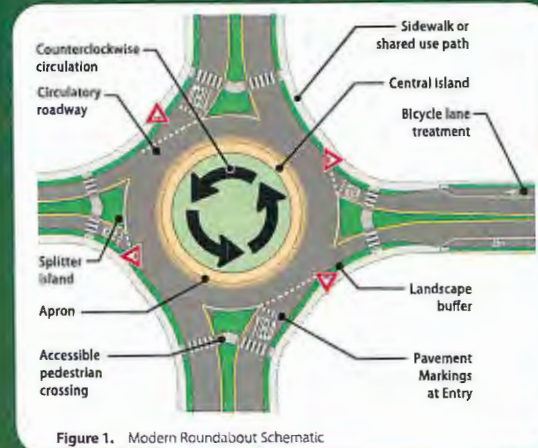


Figure 1. Modern Roundabout Schematic

Roundabouts have certain essential distinguishing features:

1. **Counterclockwise Flow.** Traffic travels counterclockwise around a center island.
2. **Entry Yield Control.** Vehicles entering the roundabout yield to traffic already circulating.
3. **Low Speed.** Curvature that results in lower vehicle speeds throughout the roundabout.

For More Information

Jeffrey Shaw, P.E., PTOE, PTP
FHWA Office of Safety
202.738.7793 or jeffrey.shaw@dot.gov

Hillary Isebrands, P.E., PhD
FHWA Resource Center
720.545.4367 or hillary.isebrands@dot.gov

To learn more about roundabouts, please visit:
safety.fhwa.dot.gov

Publication number FHWA-SA-14-097 UPDATED JULY 2020



Cover image source: Washington State Department of Transportation (WSDOT)



U.S. Department of Transportation
Federal Highway Administration

ROUNDABOUTS & Rural Highways



Common Problems/Concerns

Crashes at rural intersections often involve high speeds, which tend to result in severe injuries or fatalities. Roughly 1/3 of annual intersection fatalities in the U.S. occur along rural, two-lane highways.

In many rural environments, drivers can miss a stop sign or traffic signal, leading to running through a stop sign or red light and resulting in an angle crash.

For a driver turning left across oncoming traffic, it can sometimes be difficult to judge the speed of the approaching vehicle, resulting in misjudged gaps, and potentially severe crashes.

It doesn't seem like people would slow down for a roundabout along rural highways. Motorists will just drive right into or over the roundabout because they won't be able to slow down in time.

In the northeastern U.S., circles are being signalized or removed because they do not work.

Why build something "different", when all that is needed is either stop signs or a traffic signal?



Why Consider a Roundabout

Roundabouts are geometrically designed for drivers to negotiate the intersection at speeds in the range of 15-25 mph, regardless of the posted speed limits on approaches.

Because roundabouts require vehicles to yield and then navigate around a raised, circular island, the possibility of an angle crash is significantly reduced.

With roundabouts, there is no need to make a turn across opposing traffic. Entering vehicles yield to traffic already in the circle, and proceed when there is a safe gap.

High-speed approaches to roundabouts include advance signing, pavement markings and raised channelization. With proper design, drivers adjust their speeds, slow on approach, and navigate the roundabout safely.

The old traffic circles and rotaries that are common in the northeastern U.S. are not modern roundabouts.

Improvements like stop signs and signals, while very familiar, aren't always the safest choice. With intersections representing about one-quarter of annual U.S. traffic fatalities and roughly half of all injury crashes, safer designs are needed that improve mobility while saving lives.



Real World Results*

Roundabouts constructed at intersections along high-speed, two-lane rural highways reduced overall crashes by up to 68% and reduced injury crashes by up to 88%.

Roundabouts constructed at intersections along high-speed, two-lane rural highways eliminated 83% of angle-type crashes.

There were 11 fatal crashes in the 5 year "before" period and ZERO fatal crashes in the 5 year "after" period at 19 roundabouts constructed along high-speed, two-lane rural highways in six different states (KS, MD, MN, OR, WI, and WA).

Researchers compared traffic speeds of approaches to roundabouts and stop-controlled intersections. At 100 feet before the yield or stop lines, the speed of traffic at the roundabouts was 2.5 mph lower than at the stop-controlled locations.

Roundabouts are designed for slower speeds, require entering traffic to yield to vehicles already in the circular roadway, and to eliminate the need to weave or change lanes to exit.

Since the late 1990s, an ever growing number of State DOTs and local road agencies are finding that roundabouts work in their jurisdictions. Their potential for saving lives is too significant to ignore.

* Sources:
Isebrands, H., S. Hallmark, N. Hawkins. "Effects of Approach Speed at Rural High-Speed Intersections." Transportation Research Record: Journal of the Transportation Research Board, Volume 2402, Transportation Research Board, National Research Council, Washington, DC, 2014.
Isebrands, H. and S. Hallmark. "Statistical Analysis and Development of a Crash Prediction Model for Roundabouts on High-Speed Rural Roadways." Transportation Research Record: Journal of the Transportation Research Board, Volume 2389, Transportation Research Board, National Research Council, Washington, DC, 2012.

Table 7: Median Countermeasures

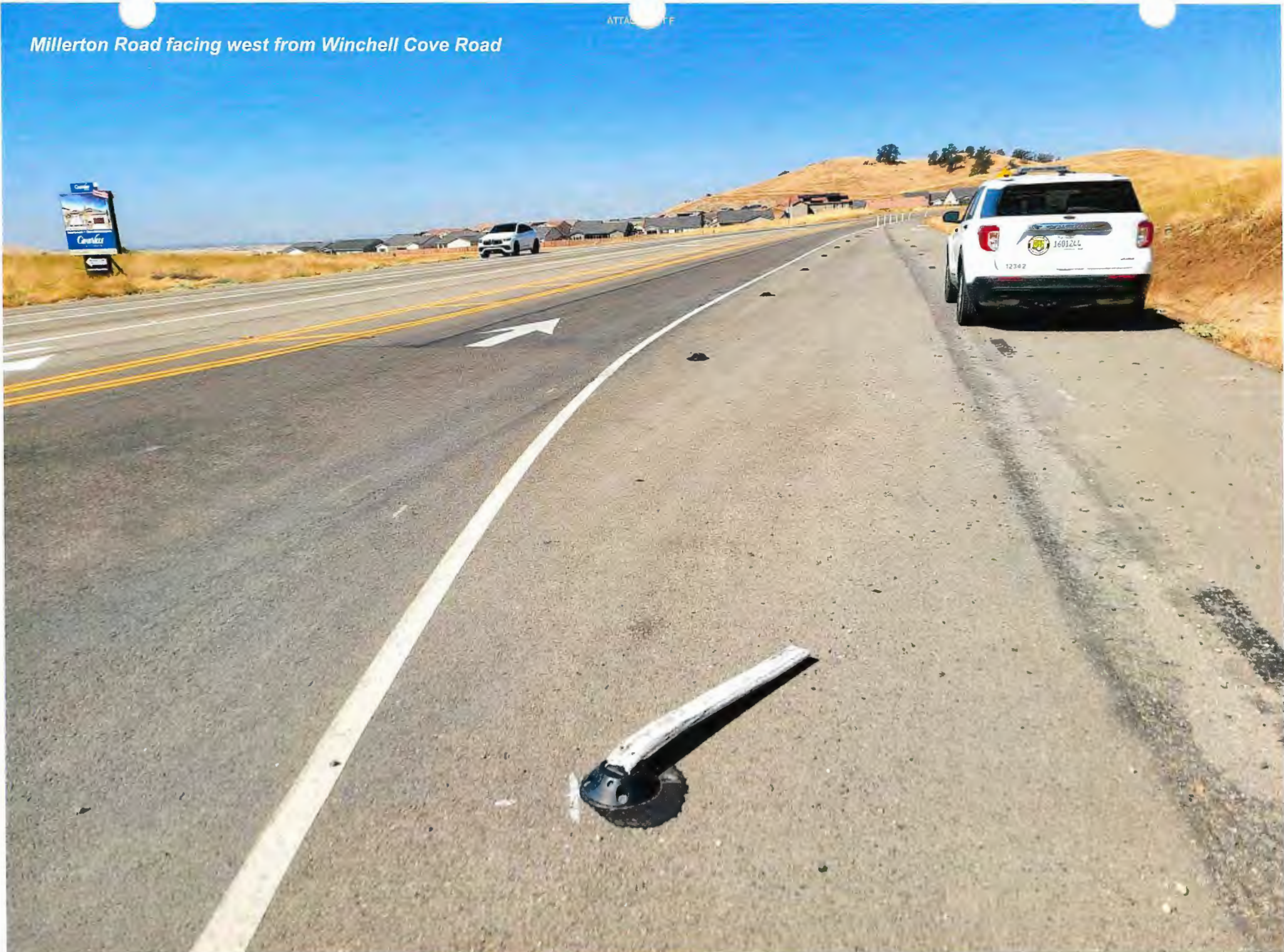


Desktop Reference for Crash Reduction Factors

Roadway Departure Crashes

Countermeasure(s)	Crash Type	Crash Severity	Area Type	Road Type	Daily Traffic Volume (veh/day)	Ref	Effectiveness			Study Type	
							Crash Reduction Factor / Function	Std Error	Range		
									Low		High
MEDIAN COUNTERMEASURES											
Install median	All	All	All	All		1	15				
	All	Fatal/Injury	Rural	2-lane		5	-94	56		Meta Analysis	
	All	Fatal/Injury	Urban	2-lane		5	39	10		Meta Analysis	
	All	Injury	Rural	Multilane		5	12	3		Meta Analysis	
	All	Injury	Urban	Multilane		5	22	2		Meta Analysis	
	All	PDO	Rural	Multilane		5	18	3		Meta Analysis	
	All	PDO	Rural	2-lane		5	-128	55		Meta Analysis	
	All	PDO	Urban	Multilane		5	-9	2		Meta Analysis	
Install median (flush)	All	All			<5,000/lane	15	44				
	All	All			>5,000/lane	15	52				
	All	All	All	All		1	25				
	All	All				15	15				
	All	All				15	15				
	All	Fatal				15	90				
	Left-turn	All			<5,000/lane	15	72				
	Left-turn	All			>5,000/lane	15	78				
Install median barrier	All	All	All	All		27	86	3		EB Before-After	
	All	All		Multilane divided		5	-24	3		Meta Analysis	
	All	All				15	19				
	All	All	All	All		1	5				
	All	All				15	5				
	All	All				15	15				
	All	All				15	19				
	All	All				15	20				

Millerton Road facing west from Winchell Cove Road



Millerton Road facing east from Winchell Cove Road

ATTACHMENT



Millerton Road looking toward Marina Drive (south) from Winchell Cove Road (north)



Millerton Road looking toward Winchell Cove Road (north) from Marina Drive (south)



Millerton Road facing east toward Table Mountain Casino in the distance



ATTACHMENT F

Street Simplified Video Capture of Off-road Accident, December 10, 2022



Camera catches moment of impact as westbound truck slides off Millerton Road and into embankment, at same spot as a previous collision, marked by an orange cross on left hand side of image.



Same collision seen from across the street



MIKE LEONARDO
Executive Director

March 6, 2023

The Honorable Dianne Feinstein
United States Senate
331 Hart Senate Office Building
Washington, DC 20510

The Honorable Alex Padilla
United States Senate
112 Hart Senate Office Building
Washington, DC 20510

RE: Support for Fresno County's Millerton Road Improvements Community Project Request
Fiscal Year 2024

Dear Senators Feinstein and Padilla:

I am writing to express support for Fresno County's Millerton Road Improvements Project Fiscal Year 2024 Community Project request. As Executive Director for the Fresno County Transportation Authority, I strongly support these projects and believe it would represent responsible uses of federal funds.

Fresno County's proposed project would widen Millerton Road and construct a roundabout with appropriate signage and safety striping at the intersection of Millerton Road and Marina Drive to improve road safety. These improvements would help address the issues of speed and sight distance to slow traffic and minimize the number of collisions. The funding would be used for final design of the project, environmental mitigation, and construction.

Thank you for your consideration of Fresno County's Community Project Request.

Sincerely,

Mike Leonardo
Executive Director
Fresno County Transportation Authority

ATTACHMENT G



5260 N. Palm Avenue, Suite 421, Mail Stop A
Fresno, CA 93704

March 3, 2023

The Honorable Dianne Feinstein
United States Senate
331 Hart Senate Office Building
Washington, DC 20510

The Honorable Alex Padilla
United States Senate
112 Hart Senate Office Building
Washington, DC 20510

SUBJECT: Letter of Support for Millerton Road Improvements Project

Dear Senators Feinstein and Padilla:

I am writing in support of Fresno County's Millerton Road Improvement Projects:

- ***Millerton Road Improvements Phase II (Final design, right of way, and environmental mitigation to add safety improvements including paved shoulders, bike lanes, and additional travel lanes to a stretch of Millerton Road from Marina Drive to west of Morningside Drive. The four-lane roadway would improve safety for motorists, accommodate existing and projected future traffic demands, and improve traffic operations) \$3 million requested***
- ***Millerton Road and Marina Drive Intersection Improvements (Install a roundabout to reduce speed and improve sight visibility to reduce crashes) \$2.5 million requested***

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeffrey T. Roberts", is written over a light blue horizontal line.

Jeffrey T. Roberts, Entitlement Director
Assemi Group, Inc.

Cell: (559)288-0688 / Office: (559)440-8308 / Fax: (559)436-1659

E-mail: jroberts@assemigroup.com / Website: www.assemigroup.com



County of Fresno

BOARD OF SUPERVISORS
SUPERVISOR NATHAN MAGSIG – DISTRICT FIVE

March 2, 2023

The Honorable Dianne Feinstein
United States Senate
331 Hart Senate Office Building
Washington, DC 20510

The Honorable Alex Padilla
United States Senate
112 Hart Senate Office Building
Washington, DC 20510

SUBJECT: Fresno County Community Project Request Letter Fiscal Year 2024

Dear Senators Feinstein and Padilla:

I am writing to formally submit Fresno County's Fiscal Year (FY) 2024 Community Project Requests for your consideration. The County strongly supports these projects and believes they would represent responsible uses of federal funds.

Fresno County is formally submitting the following community project requests:

- ***Auberry Road & Frazier Road Intersection Realignment*** (*Realignment of the Y-shaped intersection at Auberry Rd and Frazier Rd, rated in the top 5 most dangerous intersections in the County*) **\$2.6 million requested**
- ***Clearing of fire routes and emergency roads in Shaver Lake*** (*Clearing vegetation and dead trees along 23 emergency evacuation roads to ensure a safe route for residents and first responders in case of emergencies such as wildfires*) **\$1.5 million requested**
- ***Millerton Road Improvements Phase II*** (*Final design, right of way, and environmental mitigation to add safety improvements including paved shoulders, bike lanes, and additional travel lanes to a stretch of Millerton Road from Marina Drive to west of Morningside Drive. The four-lane roadway would improve safety for motorists, accommodate existing and projected future traffic demands, and improve traffic operations*) **\$3 million requested**
- ***Millerton Road and Marina Drive Intersection Improvements*** (*Install a roundabout to reduce speed and improve sight visibility to reduce crashes*) **\$2.5 million requested**

Thank you for your consideration of the County's community project requests. If you have any questions, you can contact my office at District5@fresnocountyca.gov or (559) 600-5000.

Sincerely,

Nathan Magsig, Supervisor
County of Fresno, District 5

ATTACHMENT G

**The Ewell Group of Companies
735 W. Alluvial Avenue Ste. 103
Fresno, CA 93711**

March 1, 2023

The Honorable Dianne Feinstein
United States Senate
331 Hart Senate Office Building
Washington, DC 20510

The Honorable Alex Padilla
United States Senate
112 Hart Senate Office Building
Washington, DC 20510

RE: Support for Fresno County's Millerton Road Improvements Community Project Request
Fiscal Year 2024

Dear Senators Feinstein and Padilla:

I am writing to express our support for Fresno County's Millerton Road Improvements Project Fiscal Year 2024 Community Project request. We strongly support these projects and believe it would represent responsible uses of federal funds.

Fresno County's proposed project would widen Millerton Road and construct a roundabout with appropriate signage and safety striping at the intersection of Millerton Road and Marina Drive to improve road safety. Millerton Road provides access to the Millerton State Park, the Federal Bureau of Reclamation's Friant Dam and the Sierra Nevada Mountain areas. Millerton road also is the only access to the Table Mountain Tribal properties and resort. These improvements would help address the issues of speed and sight distance to slow traffic and minimize the number of collisions, many of which have been fatal. The funding would be used for final design of the project, environmental mitigation, and construction.

Thank you for your consideration of Fresno County's Community Project Request.

Sincerely,



A. Ben Ewell, Jr.
Chairman

ATTACHMENT G

March 8, 2023

The Honorable Dianne Feinstein
United States Senate
331 Hart Senate Office Building
Washington, DC 20510

The Honorable Alex Padilla
United States Senate
112 Hart Senate Office Building
Washington, DC 20510

RE: Support for Fresno County's Millerton Road Improvements Community Project Request
Fiscal Year 2024

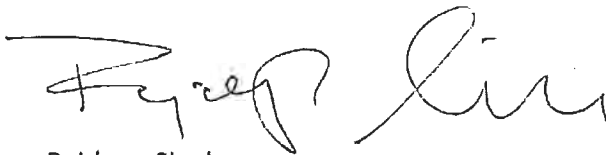
Dear Senators Feinstein and Padilla:

I am writing to express our support for Fresno County's Millerton Road Improvements Project Fiscal Year 2024 Community Project request. We strongly support these projects and believe it would represent responsible uses of federal funds.

Fresno County's proposed project would widen Millerton Road and construct a roundabout with appropriate signage and safety striping at the intersection of Millerton Road and Marina Drive to improve road safety. These improvements would help address the issues of speed and sight distance to slow traffic and minimize the number of collisions. The funding would be used for final design of the project, environmental mitigation, and construction.

Thank you for your consideration of Fresno County's Community Project Request.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rajdeep Singh', written in a cursive style.

Rajdeep Singh
(559) 776-8125
2188 E. Summit View Dr
Fresno, CA 93730

Property Owner:
Southwest C/O Millerton Road & Marina Drive



2035 Tulare St., Ste. 201 tel 559-233-4148
Fresno, California 93721 fax 559-233-9645

March 8, 2023

The Honorable Dianne Feinstein
United States Senate
331 Hart Senate Office Building
Washington, DC 20510

The Honorable Alex Padilla
United States Senate
112 Hart Senate Office Building
Washington, DC 20510

RE: Support for Fresno County's Millerton Road Improvements Community Project Request
Fiscal Year 2024

Dear Senators Feinstein and Padilla:

Fresno Council of Governments supports Fresno County's Millerton Road Improvements Project Fiscal Year 2024 Community Project request. We believe the Millerton Road projects represent responsible uses of federal funds and provide valuable services to our communities.

Fresno County's proposed project would widen Millerton Road and construct a roundabout with appropriate signage and safety striping at the intersection of Millerton Road and Marina Drive to improve road safety. These improvements would help address the issues of speed and sight distance to slow traffic and minimize the number of collisions. The funding would be used for final design of the project, environmental mitigation, and construction.

Thank you for your consideration of Fresno County's Community Project Request.

Sincerely,

A handwritten signature in black ink that reads "Tony Boren".

Tony Boren
Executive Director



[VIEW PREVIOUS VERSIONS OF THIS PROJECT](#)

[VIEW / UPLOAD PROJECT DOCUMENTS](#)

PROJECT ID: FRE150057 VERSION: 6 PROPOSED FTIP: 23-00 (07/28/22) , STATE: (11/16/2022) , FED: (12/16/2022) STATUS: Programmed

LAST MODIFIED BY: [Matthew Shimizu \(11/7/2023\)](#) APPROVED BY: [Suzanne Martinez \(8/19/2022\)](#) HISTORY (+) [EDIT OBLIGATION](#)

ADMINISTRATIVE EDIT

PROGRAM SOURCE: 23-00 - FTIP FRESNO MODELING #: 549 TCM: No CTIPS ID: n/a PROGRAM: Loc Funds - County Funds

LUMP SUM: No LUMP SUM NAME: [SHOW COMMENTS](#)

COMMENT

PROJECT INFORMATION

PROGRAM / AUTHORIZATION TYPE: RTP Number ID: 500399 IMPLEMENTING AGENCY: Fresno County

PROJECT MANAGER: Erin Haagenson PHONE (10-DIGIT): 5596004528 EMAIL: EHaagenson@co.fresno.ca.i

PROJECT TYPE: SUB TYPE: CAPACITY INC: Y REG SIG: Y REG SIG LAYER: UPLOAD DIAGRAM: VIEW DIAGRAM: CMP: N BIKE PED: N CTC ALLOCATION:

PROJECT TITLE: Millerton Road Widening - Friant to Marina

PROJECT DESCRIPTION - GUIDELINES: Millerton Road - Friant Road to Marina Drive: Widen from 2 LU to 4 LD

EXEMPT CATEGORY: Non-Exempt

SYSTEM: Local ROUTE: SUFFIX: INTERSECTION: N LOCAL STREET NAME: Millerton Road FROM: Friant TO: Marina DISTANCE (MI): 3.2

PROGRAMMING INFORMATION (\$0)

[PDF DRILLDOWN REPORT](#) [\[HISTORICAL REVENUES\]](#) [\[GRAPH REVENUES\]](#)

EST TOTAL PROJECT COST		OPEN TO TRAFFIC DATE				
\$28,318,835.00		2030				
FISCAL YEAR	FUND TYPE (PROGRAMMED REVENUE SOURCE) - FUND HELP	PA&ED/PS&E	ROW	CON	TOTAL	
15/16	STBG - STP	\$46,867.78	\$0.00	\$0.00	\$46,867.78	
21/22	* STBG - STP	\$146,867.00	\$0.00	\$0.00	\$146,867.00	X
13/14	Loc Funds - County Funds	\$2,600,000.00	\$0.00	\$0.00	\$2,600,000.00	
15/16	Loc Funds - County Funds	\$6,072.22	\$0.00	\$0.00	\$6,072.22	
21/22	Loc Funds - County Funds	\$19,028.00	\$0.00	\$0.00	\$19,028.00	X
24/25	Loc Funds - County Funds	\$0.00	\$12,000,000.00	\$0.00	\$12,000,000.00	X
25/26	Loc Funds - County Funds	\$0.00	\$0.00	\$13,500,000.00	\$13,500,000.00	X
					\$0	
					\$0	
					\$0	
					\$0	
					\$0	

Update Subtotals

GRAND TOTAL \$2,818,835 \$12,000,000 \$13,500,000 \$28,318,835

CHANGE REASON

HISTORICAL COMMENTS

- COMPLETE PROJECT
- DELETE PROJECT
- CARRY OVER FROM 20-00

- Add funding to new phase
- Add new funding source
- Delete fund source
- Increase funding
- None
- Project Closure - Final Report
- Reduce funding
- Revise funding between fiscal years

OTHER CHANGE REASON

JUSTIFICATION - LAST UPDATED: 11/30/2020 - GUIDANCE

NARRATIVE (AUTOMATE)

Changed Project Completion Date:
 - from "01/01/2030" to "2030"
 Changed Change Reason:
 - from "Carry over from 18-12, Revise funding between fiscal years" to "Carry over from 20-00, Increase funding"

Increase Funding
 STBG - STP:
 ▶ Add funds in 15/16 in ENG for \$47 - NEW PHASE
 ▶ Add funds in 21/22 in ENG for \$147 - NEW PHASE
 AGENCY:
 — Delete funds in 13/14 in ENG for \$2,600
 CO:
 ▶ Add funds in 13/14 in ENG for \$2,600 - NEW PHASE
 ▶ Add funds in 15/16 in ENG for \$6 - NEW PHASE
 AGENCY:
 — Delete funds in 15/16 in ENG for \$6
 STPL-R:
 — Delete funds in 15/16 in ENG for \$47
 CO:
 ▶ Add funds in 21/22 in ENG for \$19 - NEW PHASE
 AGENCY:
 — Delete funds in 21/22 in ROW for \$12,000
 — Delete funds in 23/24 in CON for \$13,500
 CO:
 ▶ Add funds in 24/25 in ROW for \$12,000 - NEW PHASE
 ▶ Add funds in 25/26 in CON for \$13,500 - NEW PHASE

Total project cost increased from \$28,153 to \$28,319





[VIEW PREVIOUS VERSIONS OF THIS PROJECT](#)

[UPLOAD PROJECT DOCUMENTS](#)

PROJECT ID: **LSTMP851** VERSION: **3** PROPOSED FTIP: **23-12 (12/01/23)** , STATE: **(12/08/2023)** , FED: **(12/08/2023)** STATUS: **Programmed**

LAST MODIFIED BY: **Ofelia Abundez (11/7/2023)** APPROVED BY: **Ofelia Abundez (10/30/2023)** [HISTORY \(+\)](#) [EDIT OBLIGATION](#)

ADMINISTRATIVE EDIT

PROGRAM SOURCE: **23-12 - FORMAL** FRESNO MODELING #: TCM: **No** CTIPS ID: **n/a** PROGRAM: **Loc Funds - County Funds**

LUMP SUM: **Yes** LUMP SUM NAME: **FRE190006 - Grouped Projects for Safety Improvements - Vario** [SHOW COMMENTS](#)

COMMENT

PROJECT INFORMATION

PROGRAM / AUTHORIZATION TYPE: ID: IMPLEMENTING AGENCY: **Fresno County**

PROJECT MANAGER: PHONE (10-DIGIT): EMAIL:

PROJECT TYPE: **Rehabilitation/ Safety Projects** SUB TYPE: **Traffic Signal** CAPACITY INC: **N** REG SIG: **N** REG SIG LAYER: CMP: **Y** BIKE PED: **N** CTC ALLOCATION:

PROJECT TITLE: **Millerton / Marina Intersection Improvements**

PROJECT DESCRIPTION - GUIDELINES: **At the intersection of Millerton Road and Marina Drive; Install roundabout and other related intersection improvements.**

EXEMPT CATEGORY: **5.02 Other - Intersection signalization projects.**

SYSTEM: **Local** ROUTE: SUFFIX: INTERSECTION: **Y** LOCAL STREET NAME: **N/A** CROSSSTREET: **Millerton Rd** CROSSSTREET: **Marina Dr** DISTANCE (MI):

PROGRAMMING INFORMATION (\$0)

[PDF DRILLDOWN REPORT](#) [HISTORICAL REVENUES](#) [GRAPH REVENUES](#)

EST TOTAL PROJECT COST		OPEN TO TRAFFIC DATE				
\$3,450,000.00						
FISCAL YEAR	FUND TYPE (PROGRAMMED REVENUE SOURCE) - FUND HELP	PA&ED/PS&E	ROW	CON	TOTAL	
23/24	* STBG - STP	\$354,120.00	\$0.00	\$0.00	\$354,120	X
23/24	Loc Funds - County Funds	\$45,880.00	\$50,000.00	\$0.00	\$95,880	X
24/25	Loc Funds - County Funds	\$0.00	\$0.00	\$3,000,000.00	\$3,000,000	X
					\$0	
					\$0	
					\$0	
					\$0	
					\$0	
Update Subtotals		GRAND TOTAL	\$400,000	\$50,000	\$3,000,000	\$3,450,000

CHANGE REASON

[HISTORICAL COMMENTS](#)

- COMPLETE PROJECT
- DELETE PROJECT
- SCHEDULE / FUNDING / SCOPE

- Add funding to new phase
- Add new funding source
- Delete fund source
- Increase funding
- None
- Project Closure - Final Report
- Reduce funding
- Revise funding between fiscal years

OTHER CHANGE REASON

JUSTIFICATION - LAST UPDATED: 10/30/2023 - GUIDANCE

Formal Amendment, Scope of project is being changed from installation of traffic signal to roundabout. Cost of project will remain the same according to city.

NARRATIVE (AUTOMATE)

Change Project Description:

- from "At the intersection of Millerton Road and Marina Drive; Install traffic signal and other related intersection improvements" to "At the intersection of Millerton Road and Marina Drive; Install roundabout and other related intersection improvements."

Changed Change Reason:

- from "Carry over from 20-11" to "Revise project scope"

No change in project funding

Total project cost remains the same at \$3,450





NEPA/CEQA RE-VALIDATION FORM

DIST-CO-RTE: 06-FRE-Fresno County
PM/PM: N/A
EA or Fed-Aid Project No.: STPL-5942(273)
Other Project No. (specify): EA/FONSI 09-009
Project Title: Millerton Road Widening-Friant Road to Marina Drive
Environmental Approval Type: EA/FONSI (Prepared by the Bureau of Reclamation)
Date Approved: 05/16/2017
Reason for Consultation (23 CFR 771.129), check one: <input checked="" type="checkbox"/> Project proceeding to next major federal approval <input type="checkbox"/> Change in scope, setting, effects, mitigation measures, requirements <input type="checkbox"/> 3-year timeline (EIS only) <input type="checkbox"/> N/A (Re-Validation for CEQA only)
Description of Changed Conditions: <i>Caltrans has reviewed and accepted the EA/FONSI as prepared by the NEPA lead agency, the Bureau of Reclamation. The document sufficiently addresses any potential impacts within the entire project footprint. No additional analysis is warranted.</i>



NEPA CONCLUSION - VALIDITY

Based on an examination of the changed conditions and supporting information: (Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.)

- The original environmental document or CE remains valid. No further documentation will be prepared.**
- The original environmental document or CE is in need of updating; further documentation has been prepared and is included on the continuation sheet(s) or is attached. With this additional documentation, the original ED or CE remains valid.**
Additional public review is warranted (23 CFR 771.111(h)(3)) Yes No
- The original document or CE is no longer valid.**
Additional public review is warranted (23 CFR 771.111(h)(3)) Yes No
Supplemental environmental document is needed. Yes No
New environmental document is needed. Yes No (If "Yes," specify type:)

CONCURRENCE WITH NEPA CONCLUSION

I concur with the NEPA conclusion above.

	6/7/2022
Signature: Environmental Branch Chief	Date
	6/7/2022
Signature: Project Manager/DLAE	Date

ATTACHMENT I
NEPA/CEQA RE-VALIDATION FORM

CONTINUATION SHEET(S)

Address only changes or new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.

Changes in project design, e.g., scope change; a new alternative; change in project alignment.

N/A

Changes in environmental setting, e.g., new development affecting traffic or air quality.

N/A

Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.

N/A

Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact.

N/A

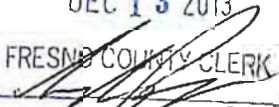

Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.

N/A

Changes to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.

N/A

FILED

File original and one copy with: Fresno County Clerks 2221 Kern Street Fresno, California 93721		Space Below For County Clerk Only. DEC 13 2013 By  FRESNO COUNTY CLERK DEPUTY	
Agency File No: IS 6341	LOCAL AGENCY MITIGATED NEGATIVE DECLARATION	County Clerk File No: E-	
Responsible Agency (Name): Fresno County	Address (Street and P.O. Box): 2220 Tulare St. Sixth Floor	City: Fresno	Zip Code: 93721
Agency Contact Person (Name and Title): Briza Sholars Planner	Area Code: 559	Telephone Number: 600-4207	Extension: N/A
Applicant (Name): Fresno County Department of Public Works and Planning	Project Title: Millerton Road Widening Project		
Project Description: The overall Millerton Road Widening Project would reconstruct a 4.7 mile stretch of Millerton Road from a two-lane rural roadway to a four-lane arterial roadway with four 12-foot-wide travel lanes, two 6-foot-wide paved shoulders that would function as bike lanes, and 4-foot-wide treated dirt shoulders. A 16-foot-wide median would separate the eastbound and westbound traffic. Implementation of the Millerton Road Widening Project would require expansion of the existing right-of-way from approximately 60 feet wide to approximately 106 feet wide (53 feet on either side of the roadway centerline, except where additional width is necessary for cut and fill slopes).			
Justification for Negative Declaration: Initial Study Application No. 6341 indicates there is no evidence in the record that demonstrates that the project will have a significant effect on the environment. Potential impacts regarding aesthetics were addressed by mitigation measures that require cut and fill slopes to blend with adjacent slopes. Potential impacts to air quality were addressed in the Air Quality and Green House Gas Sections of the IS which included mitigation measures which reduce potential impacts to air quality to a less than significant level. Potential impacts regarding biology have been addressed in the Biological Resources section of the IS which include specific mitigation measures for the project that will reduce potential impacts to biological resources to a less than significant level. Potential impacts to known and unknown cultural and archaeological resources were addressed by mitigation measures that would reduce the potential for impacts through avoidance, monitoring, and by means of engineering solutions or a targeted data recovery program. Potential impacts to water quality and soils, and impacts related to the potential for exposing the public and/or the environment to hazardous materials were addressed through compliance with the State's National Pollutant Discharge General Construction Permit. Potential impacts regarding wildland fires were addressed by mitigation measures which reduce the risk of starting fires during construction. Potential impacts regarding noise were addressed through compliance with the County's Noise Ordinance. Based on the Initial Study, staff has concluded that preparation of an Environmental Impact Report is not required. Approval of the Mitigated Negative Declaration is recommended and is subject to approval by the decision-making body.			
FINDING: With the incorporated Mitigation Measures, the proposed project will have a less than significant impact on the environment.			
Newspaper and Date of Publication: Fresno Business Journal, October 28, 2013		Review Date Deadline: November 27, 2013	
Date: 10/28/13	Type or Print Signature: Will Kettler, Division Manager	Submitted by (Signature): 	

State 15083, 15085

County Clerk File No.: _____

**LOCAL AGENCY
MITIGATED NEGATIVE DECLARATION**

E201310000315

Notice of Determination

E201310000315

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: County of Fresno
2220 Tulare Street, Suite "A"
Fresno, CA 93721

County Clerk
County of Fresno
2221 Kern Street
Fresno, CA 93721

FILED
DEC 13 2013
FRESNO COUNTY CLERK
By: [Signature]
DEPUTY

SUBJECT: Filing of Notice of Determination in compliance with Section 21152 of the Public Resource Code.

Initial Study No. 6341, Millerton Road Widening Project

Project Title

2013101092	Briza Sholars	(559) 600-4207
State Clearinghouse Number	Contact Person	Area Code/Number/Ext.

The proposed project would be located east of the town of Friant, just south of Millerton Lake, in Fresno County. The expanded roadway would generally follow the centerline of the existing roadway from North Fork Road to just past Table Mountain Road. Project Location (Fresno County)

Project Description: The proposed Millerton Road Widening Project would reconstruct a 4.7 mile stretch of Millerton Road from a two-lane rural roadway to a four-lane arterial roadway with four 12-foot-wide travel lanes, two 6-foot-wide paved shoulders that would function as bike lanes, and 4-foot-wide treated dirt shoulders. A 16-foot-wide median would separate the eastbound and westbound traffic. Implementation of the Millerton Road Widening Project would require expansion of the existing right-of-way from approximately 60 feet wide to approximately 106 feet wide (53 feet on either side of the roadway centerline, except where additional width is necessary for cut and fill slopes).

This is to advise that the County of Fresno has approved the above described projects on Lead Agency Responsible Agency

12/10/13 and has made the following determination regarding the above described project(s).
(Date)

- The project will will not have a significant effect on the environment.
- An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
- Mitigation Measures were were not made a condition of the approval of the project.
- A Statement of Overriding Consideration was was not adopted for this project.

This is to certify that the Initial Study with comments and responses and record of project approval is available to the General Public at the County of Fresno Department of Public Works and Planning, 2220 Tulare Street, Fresno, CA 93721.

[Signature]
Chris Motta, Principal Planner

12/10/13

Date



List of Notices that Need to be Removed

File Number	Project Title / Project Applicant Name	Agency File Number	Notice Description	Posted Date
E201310000315	MILLERTON ROAD WIDENING PROJECT FRESNO COUNTY DEPARTMENT OF PUBLIC WORKS AND PLANNING	IS 6341	MITIGATED NEGATIVE DECLARATION	12/13/2013
E201310000315	MILLERTON ROAD WIDENING PROJECT FRESNO COUNTY DEPARTMENT OF PUBLIC WORKS AND PLANNING	IS 6341	ADMINISTRATION FEE	12/13/2013
E201310000316	COUNTY SERVICE AREA 34, WINGHELL COVE PIPELINE PROJECT FRESNO COUNTY DEPARTMENT OF PUBLIC WORKS AND PLANNING	IS 6241	MITIGATED NEGATIVE DECLARATION	12/13/2013
E201310000316	COUNTY SERVICE AREA 34, WINGHELL COVE PIPELINE PROJECT FRESNO COUNTY DEPARTMENT OF PUBLIC WORKS AND PLANNING	IS 6241	ADMINISTRATION FEE	12/13/2013
E201310000317	SETTLEMENT WATER TRANSFER AGREEMENT PATTERSON IRRIGATION DISTRICT		CATEGORICAL EXEMPTION	12/13/2013
E201310000317	SETTLEMENT WATER TRANSFER AGREEMENT PATTERSON IRRIGATION DISTRICT		ADMINISTRATION FEE	12/13/2013

ATTACHMENT 1

REMOVED ON: 1/14/14
BY: Victoria L. Williams

Pechanga.Net

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TRIBAL GAMING ▶ Other



Map: Tim Sheehan | The Fresno Bee Source: California Highway Patrol

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[truhst]

1. assured reliance on the character, ability, strength, or truth of someone or something.

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- No
- You got a new website?

vote

FEB 26 **Fresno County's 'blood alley' claims 22 deaths in 10 years. Blame unsafe road or drivers?**

ATTACHMENT J

Marc Gonzalez has a name for the section of road directly behind his house in the Fresno County foothills near Millerton Lake. "You mean 'blood alley'?" Gonzalez asked.

In 2020, the retired school painter and his wife Linda moved from the Bay Area to a newly constructed home in the Bella Vista development near Table Mountain Casino. The Gonzalezes' house sits at the end of the street, closest to Millerton Road, and they prefer to sleep with the windows open.

"Usually we hear the squeal of the brakes and then the bang," Gonzalez said. "We've been living here (for) two years. In two years we've had 14 major wrecks up here, 13 of which we've assisted." The last time the Gonzalezes heard the familiar squeal and bang of steel — and only time they didn't assist — was at 4:30 a.m. on Feb. 5. Marc climbed out of bed and rushed toward the scene with towels in hand, as he typically does, only to realize the situation far exceeded emergency triage.

Five people in the wreck were killed on impact and two others critically injured. "I told my wife it was too dangerous because all I saw was two halves of cars," Gonzalez said. Such grizzly scenes are all too familiar along Millerton Road. According to the California Highway Patrol, the law enforcement agency with jurisdiction over county roads, since 2012 there have been 16 fatal accidents resulting in 22 deaths along the 5.7-mile stretch between the town of Friant and Auberry Road.

A closer examination of accident reports published by The Bee and other Fresno media revealed that a majority of the fatalities occurred in roughly the same place: Millerton Road's intersection with Marina Drive and Winchell Cove Road, one mile west of the existing Table Mountain Casino and closer to the newly built casino and hotel.

- Continue Reading: <https://www.fresnobee.com/opinion/opn-columns-blogs/marek-warszawski/article258437663.html>

submit your comments

Pechanga.Net

Victor Rocha Communications • P.O.

Box 892559 • Temecula, CA

About Us

Pechanga.Net was founded in 1998 by Victor Rocha, a proud member of the Pechanga Band of Luiseño Indians in Temecula, California. Initially, the website was created to help his tribe stay informed on the rapidly changing world of politics and gaming, but soon he realized the importance of being a resource for all Native American tribes in North America. Since its humble

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LEGAL

Man dead, 2 injured, following crash in Fresno County

by Adjoa Aikins

Sat, January 13th 2024



78-year-old man killed in suspected DUI crash on Saturday afternoon, near Table Mountain Casino. (Photo: KMPH)



The accident happened on Millerton Road and Marina Drive.

[RELATED] [1 dead, 2 injured in multi-vehicle crash on Pond Road and I](#)

Officers say a 35-year-old man driving a 2016 Blue Chevy Silverado we:
opposite lane,

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Ferocious waves destroy millions in off-road vehicles | KMPH

Cardiologist Share Morning Tip for Quick Weight Loss
Healthy-Guru.

Five earthquakes within 9 hours throughout California coastli

The driver crashed head-on with a white Toyota Tundra.

Witnesses told officers the man behind the wheel of the Chevy was dri

The 78-year-old driver of the Toyota died from his injuries.

The driver of the Chevy is in the hospital with major injuries.

Officers believe alcohol was a factor in the crash and are investigating
the influence.

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Ferocious waves destroy millions in off-road vehicles | KMPH

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Thursday, February 23, 2023
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LOCAL

One dead in rollover crash on Millerton Road near Friant. The car hit a tree, CHP says

BY JOSHUA TEHEE
NOVEMBER 07, 2023 11:01 AM





California Highway Patrol



Only have a minute? Listen instead

1.0x

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00:00

00:39

A driver was killed early Tuesday in a one-vehicle rollover crash on Millerton Road near Friant.

According to the California Highway Patrol, the car was traveling west on Millerton Road just past Friant when it crossed the eastbound lane and went off the roadway, rolling over and striking a tree. Officers responded to the crash around 4:30 a.m., but were unsure when the crash happened, the CHP said.

The driver, who has yet to be identified, was pronounced dead at the scene.

It is not known if alcohol or drugs were a factor in the crash, CHP said.



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Victim identified in fatal wrong-way driver crash on Fresno highway. Driver accused of DUI

NOVEMBER 06, 2023 2:24 PM

LOCAL

Coroner ID's 26-year-old Clovis man killed in fiery crash at busy intersection

NOVEMBER 02, 2023 8:23 PM



JOSHUA TEHEE




 559-441-6479

Joshua Tehee covers breaking news for The Fresno Bee, writing on a wide range of topics from police, politics and weather, to arts and entertainment in the Central Valley.

Note: Commenting is temporarily unavailable as we work on making improvements. Looking for another way to share your perspective on this article? Consider submitting a letter to the editor. Thank you for your patience and understanding during this transition.

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California

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California

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OPINION AND COMMENTARY

Editorials and other Opinion content offer perspectives on issues important to our community and are independent from the work of our newsroom reporters.

MAREK WARSZAWSKI

Fresno County's 'blood alley' claims 22 deaths in 10 years. Blame unsafe road or drivers?



BY MAREK WARSZAWSKI

UPDATED FEBRUARY 25, 2022 11:21 AM



Residents in the Bella Visa area of Fresno County near Millerton Lake are concerned about the increasing number of serious car crashes on Millerton Road just as a new casino and hotel is about to open. BY [CRAIG KOHLRUSS](#)



Only have a minute? Listen instead

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00:00

1.0x

08:49

ATTACHMENT J

Marc Gonzalez has a name for the section of road directly behind his house in the Fresno County foothills near Millerton Lake.

“You mean ‘blood alley?’ ” Gonzalez asked.

In 2020, the retired school painter and his wife Linda moved from the Bay Area to a newly constructed home in the Bella Vista development near Table Mountain Casino. The Gonzalezes’ house sits at the end of the street, closest to Millerton Road, and they prefer to sleep with the windows open.

“Usually we hear the squeal of the brakes and then the bang,” Gonzalez said. “We’ve been living here (for) two years. In two years we’ve had 14 major wrecks up here, 13 of which we’ve assisted.”

The last time the Gonzalezes heard the familiar squeal and bang of steel — and only time they didn’t assist — was at 4:30 a.m. on Feb. 5. Marc climbed out of bed and rushed toward the scene with towels in hand, as he typically does, only to realize the situation far exceeded emergency triage.

REAL PEOPLE

OPINION

Five people in the wreck were killed on impact, and two others critically injured.

“I told my wife it was too dangerous because all I saw was two halves of cars,” Gonzalez said.

Such grizzly scenes are all too familiar along Millerton Road. According to the California Highway Patrol, the law enforcement agency with jurisdiction over

ATTACHMENT J

county roads, since 2012 there have been 16 fatal accidents resulting in 22 deaths along the 5.7-mile stretch between the town of Friant and Auberry Road.

A closer examination of accident reports published by The Bee and other Fresno media revealed that a majority of the fatalities occurred in roughly the same place: Millerton Road's intersection with Marina Drive and Winchell Cove Road, one mile west of the existing Table Mountain Casino and closer to the newly built casino and hotel.



FATAL HEAD-ON CRASH

Five people were killed in a two-car, head-on crash at about 4:30 a.m. Saturday, Feb. 5, on Millerton Road near the Table Mountain Casino northeast of Fresno. Two people survived the collision.



Map: Tim Sheehan | The Fresno Bee • Source: California Highway Patrol

Which is the same turnoff that residents living in what county planners call Millerton New Town use to access their homes.

ATTACHMENT J

“It’s just a bad recipe,” said Ryan Mitchum, who moved to [Bella Vista](#) in 2019 and otherwise enjoys foothill life. “I think a lot more accidents are going to happen. Especially as this area builds out.”

Millerton Road is largely a two-lane rural road between North Fork Road in Friant and Auberry Road even though it serves both the casino and [Millerton Lake State Recreation Area](#).

Due to heavy traffic and shoulders too narrow for bike lanes, Millerton Road has a fearsome reputation among local cyclists. Many avoid it altogether or only ride the segment between Auberry Road and Sky Harbour Road, 1.5 miles where bike lanes striped years ago are now barely visible.



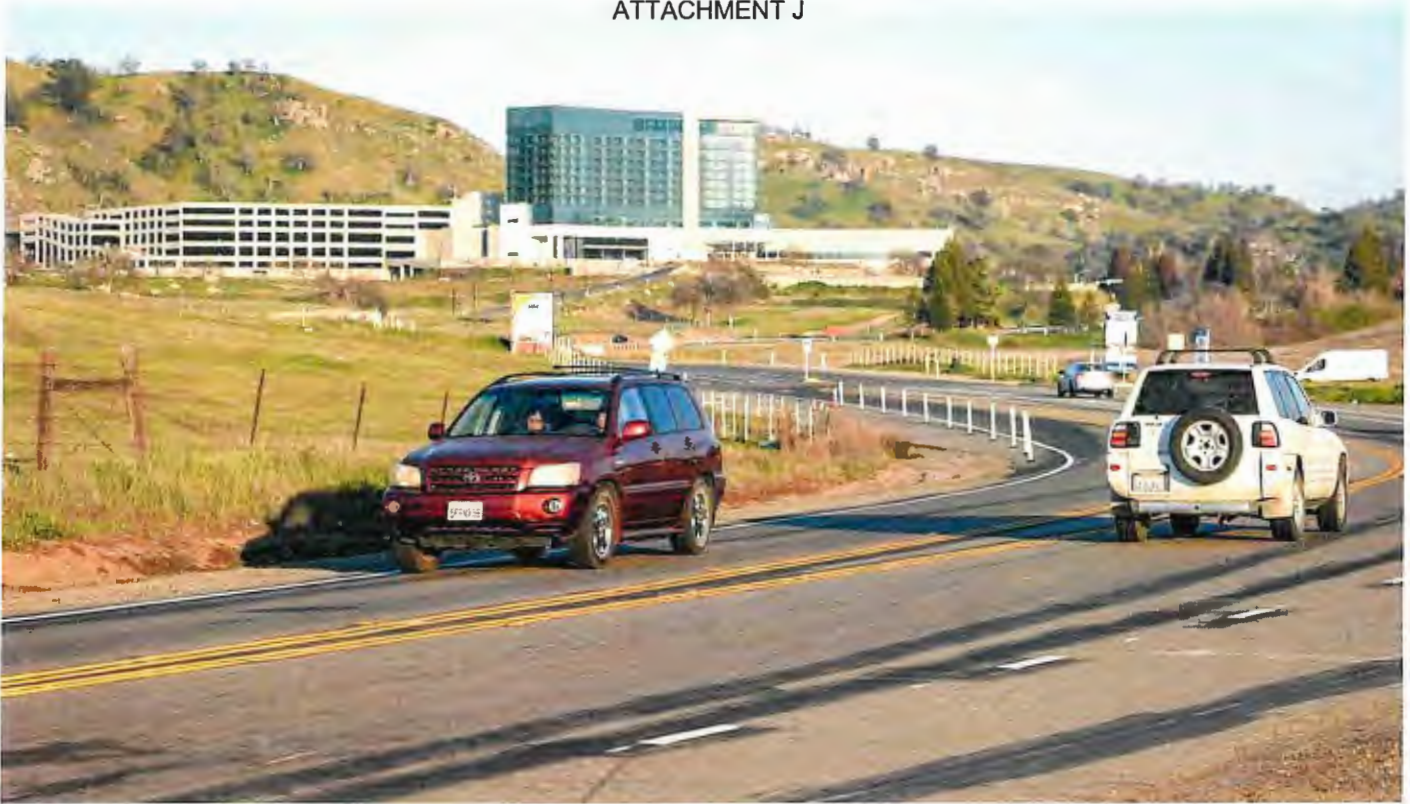
DIVIDED ROAD STILL YEARS AWAY

Plans to widen Millerton Road into a four-lane, divided roadway have [kicked around](#) Fresno County planning offices for the better part of two decades. On the 2006 expenditure plan for the Measure C transportation tax, it is listed as a Tier 2 project. (Tier 1 projects received funding priority.)

Despite the obvious need, improvements are years away from being shovel ready. Steven White, director of Fresno County Public Works and Planning, said it will take until the end of 2023 to complete the environmental work “if everything goes smoothly.” After that, the county will need to raise \$35 million, a sum that includes the acquisition of more than 40 road easements.

Widening the bridge across the Friant-Kern Canal is estimated to cost \$10 million by itself.

“People are frustrated it’s taken so long, but I remind everybody how much time it took to do Friant Road and Academy Road,” White said. “And those projects had dedicated funding sources (as Tier 1 Measure C projects). This one doesn’t.”



A section of Millerton Road, just west of the new Table Mountain Hotel and Casino project, shows the point at which a widened section of the road in closer to the casino narrows to two lanes just as it hits a curve before continuing on into Friant. CRAIG KOHLRUSS CKOHLRUSS@FRESNOBEE.COM

So far, the only major improvements to Millerton Road have been courtesy of Table Mountain Rancheria.

Prior to constructing their 110,000-square foot casino and 151-room hotel — both appear finished from the exterior but have yet to open — the tribe paid a Sacramento consulting firm to prepare an [environmental analysis](#) that included a traffic study. The rancheria then transformed the mile-long section in front of their new expansion into a four-lane, divided road with dedicated turn lanes as well as bike lanes.

“They donated that road,” White said. “They sponsored the whole thing and paid us to inspect it. ... That was a huge win for us.”

County planners intend to pick up where the rancheria left off and continue building the divided, four-lane road “down the hill” to Friant, a distance of 3.1 miles. The most optimistic timeline for completion is 2026.



“It’s, where can we find that \$35 million? Out of whose bank account?” White asked. “We don’t have the money.”

PIECEMEAL WIDENING, INCREASED SPEEDING

ATTACHMENT J

Meanwhile, residents contend the piecemeal widening has resulted in increased speeding — and at the exact place where they turn in and out of their neighborhood.

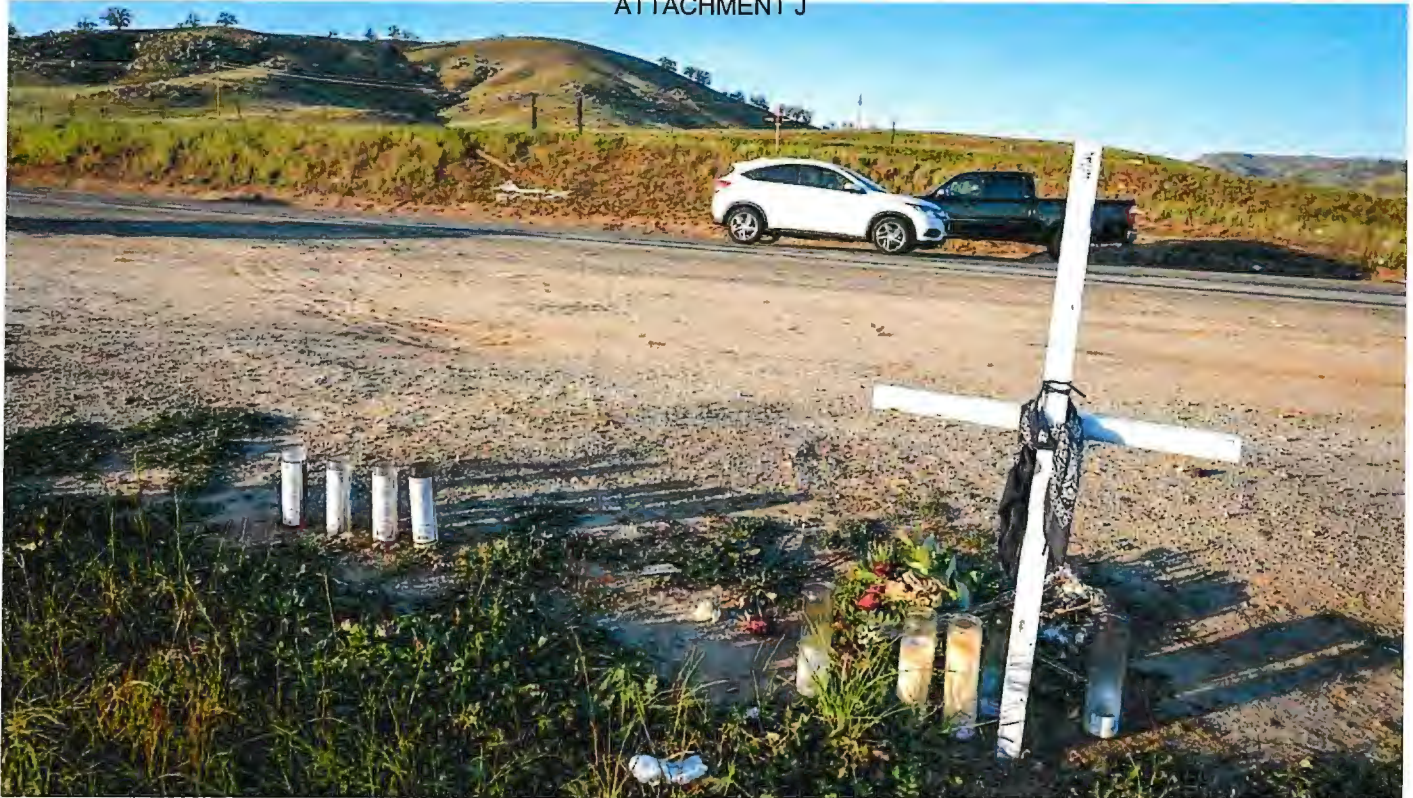
Impatient drivers heading east on Millerton Road and toward the casino greet the widened section as an opportunity to pass slower traffic they've been stuck behind. At the same time, those headed west accelerate just before the road narrows into two lanes to avoid the same fate.

And all of that occurs directly in front of the turnoff to a fast-growing residential neighborhood (Marina Drive) and another road on the opposite side that leads to Millerton Lake Marina (Winchell Cove Road).

Making matters worse, westbound drivers must negotiate a right-hand turn shortly after the road narrows. In this exact spot earlier this month, five men lost their lives. Four of them were returning to Fresno from the casino.

"This is turning into a racetrack here at the end," Mitchum said. "Nobody wants to be stuck behind somebody slow, so they're doing 70, 75, 80 (mph) to pass somebody heading into a turn."

ATTACHMENT J



Roadside memorials are placed in a turnout on Millerton Road, just west of the new Table Mountain Hotel and Casino project, where several recent fatal car crashes have occurred. CRAIG KOHLRUSS CKOHLRUSS@FRESNOBEE.COM

Residents have appealed to county officials for a traffic signal or some other speed-calming measure but haven't received any promises. (Table Mountain's own [environmental study](#) calls for a traffic signal at this location and indicates a willingness to help pay for it.)

Fresno County Supervisor Nathan Magsig has fielded those complaints and as a cyclist himself is aware of increased traffic on Millerton Road. However, he believes the number of accidents and fatalities is more a result of unsafe drivers than the road itself being unsafe.

▸

"It doesn't matter what lights you put in if people don't follow the law," Magsig said.

White, the county planning director, echoed that sentiment: "It's not an unsafe road. It's that we have a lot of unsafe drivers. I can't design against impaired and incompetent drivers, but I do my best."

DEVELOPMENT CONTINUES

ATTACHMENT J

In fact, the assumption that drunken drivers are primarily responsible for the carnage on Millerton Road is false.

Only three of the 16 fatal accidents and eight of the 22 people killed since 2012 were caused by an impaired driver, according to CHP spokesman Mike Salas. (Toxicology reports for the [Feb. 5 wreck](#) are pending.) The majority were the result of speeding and/or driver error.

▷

“Table Mountain draws a lot of traffic, but it’s not the road that’s causing the problems,” Salas said. “We wouldn’t have nearly as many accidents if everyone went the speed limit and stayed between the lines.”

Left unsaid is the role played by development. Or more specifically, development that doesn’t pay for its own impacts.

Fresno County is currently in the midst of its first general plan revision since 2000. The Millerton Specific Plan was drafted in 1984. All the while, county supervisors past and present [approved new subdivisions](#) along Millerton Road that added to the traffic. Impact fees have not resulted in a wider, safer road.

The first phase of 160 homes at Bella Vista were built in 2014 by [Bonadelle Neighborhoods](#). Construction of Phase II, which includes 106 single-family residences, began in 2018 and remains ongoing. Next up are two adjacent tracts being developed by [Granville Homes](#). One contains 133 home sites; the other 80.

When I visited recently, construction was underway on a new road (Morningside Drive) that will intersect Millerton Road about 0.7 miles west of Marina Drive and service the new neighborhood.

Short of a traffic signal or some other speed-calming measure, residents fear the accidents and fatalities will only increase when the new casino and hotel open. Especially those living within earshot of Fresno County’s “blood alley” in the foothills.

“The wrecks up here are super, super crazy,” Gonzalez said. “It’s unbelievable how hard they hit.”



Millerton Road, just west of the new Table Mountain Hotel and Casino project, shows where the widened section of the road narrows to two lanes just as it hits a curve before continuing on into Friant. CRAIG KOHLRUSS CKOHLRUSS@FRESNOBEE.COM

This story was originally published February 25, 2022 5:00 AM.

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Marek Warszawski writes opinion columns on news, politics, sports and quality of life issues for The Fresno Bee, where he has worked since 1998. He is a Bay Area native, a UC Davis graduate and lifelong Sierra frolicker. He welcomes discourse with readers but does not suffer fools nor trolls.

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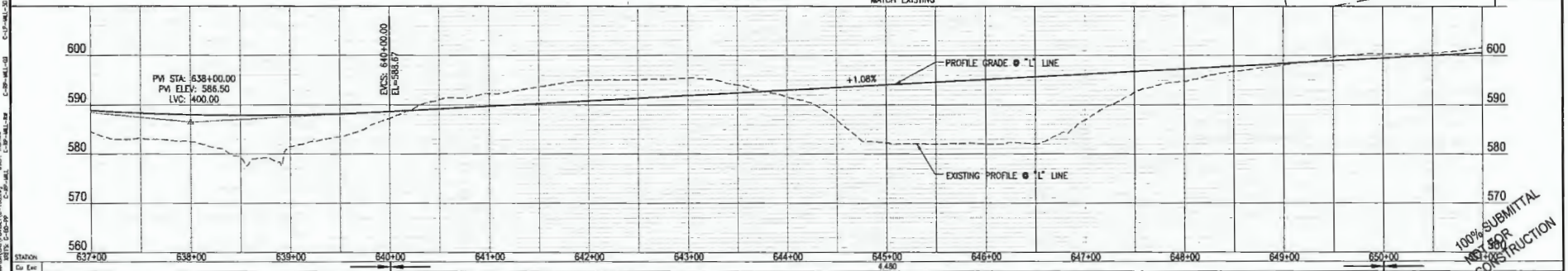
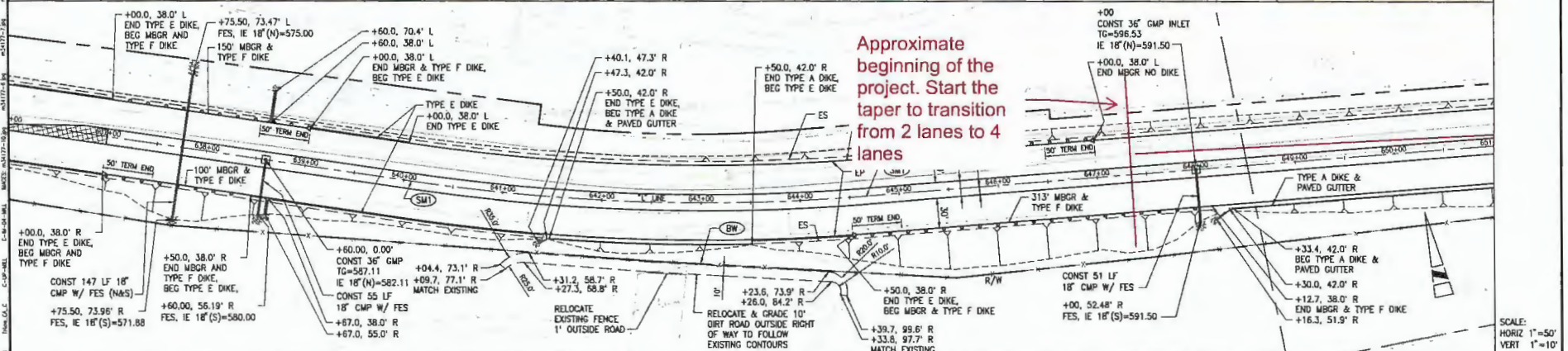
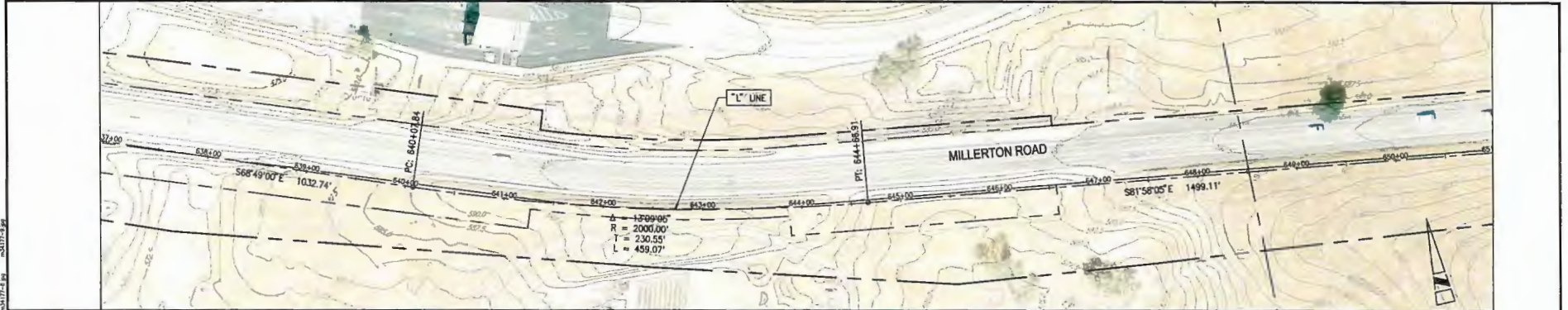


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Attachment K

ATTACHMENT H

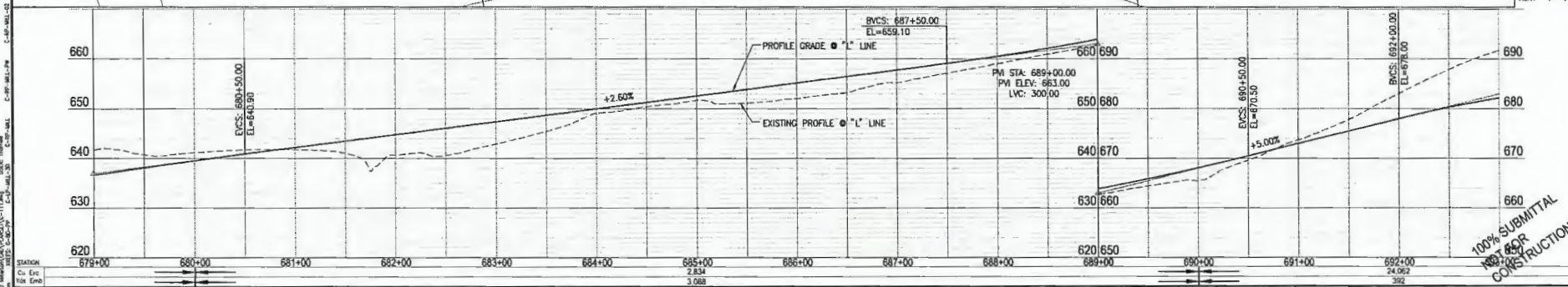
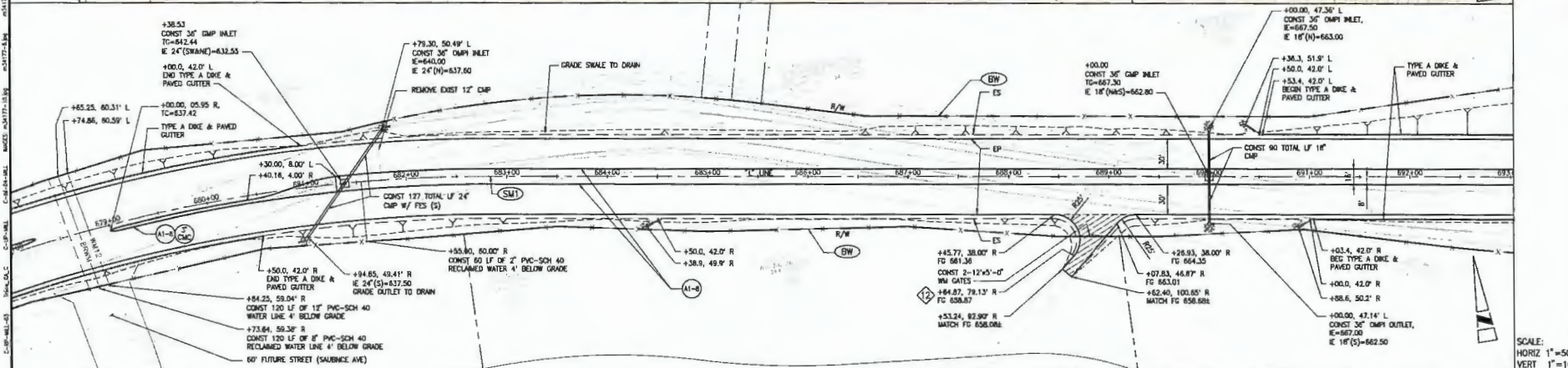




DESIGNED: JEL/TH DRAWN: MWT CHECKED: MPR	DATE: 03/20/11 DATE: 03/20/11 DATE: 03/20/11	RECORD DRAWING RESIDENT ENGINEER: _____ DATE: _____ DATE: _____	VERIFY SCALES Scale is checked and OK ON ORIGINAL DRAWING IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY	ASCOM <small>4000 1360 E. Spruce Avenue, Suite 101 Fresno, California 93720 T 559-448-5272 F 559-448-8333 www.ascom.com</small>	PROJECT MILLERTON ROAD IMPROVEMENTS NORTH FORK RD TO AUBERRY RD Road No. _____ Bridge No. _____	 DEPARTMENT OF PUBLIC WORKS AND PLANNING PLAN AND PROFILE MILLERTON ROAD Drawing No. _____ Sheet No. 15 Total Sheets 62
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PROJECT	MILLERTON ROAD IMPROVEMENTS NORTH FORK RD TO AUBERRY RD
Road No.	Bridge No.

DEPARTMENT OF PUBLIC WORKS AND PLANNING	PLAN AND PROFILE MILLERTON ROAD
Drawing No.	Sheet No. 18 Total Sheets 52

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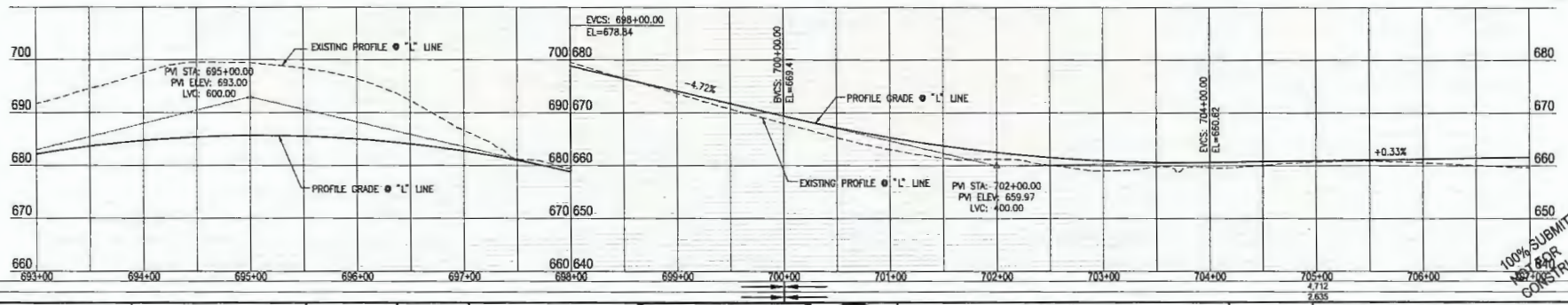
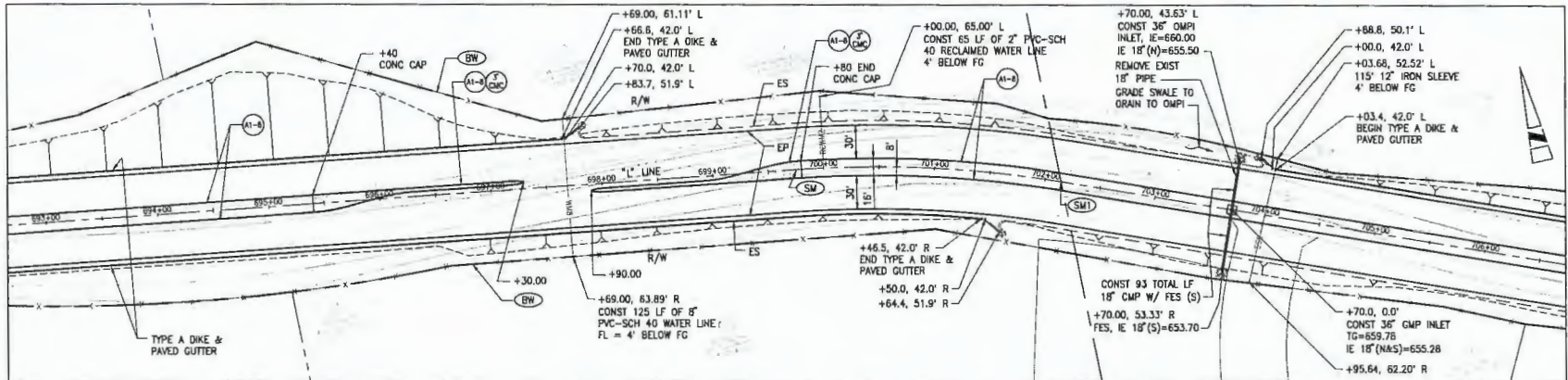
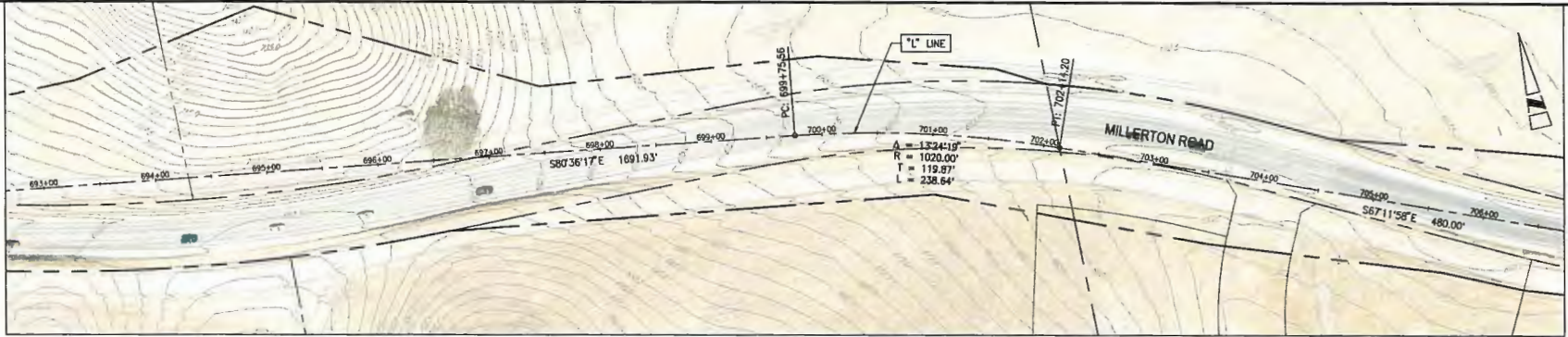
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PROJECT: MILLERTON ROAD IMPROVEMENTS NORTH FORK RD TO AUBERRY RD

SHEET NO. 18 OF 52



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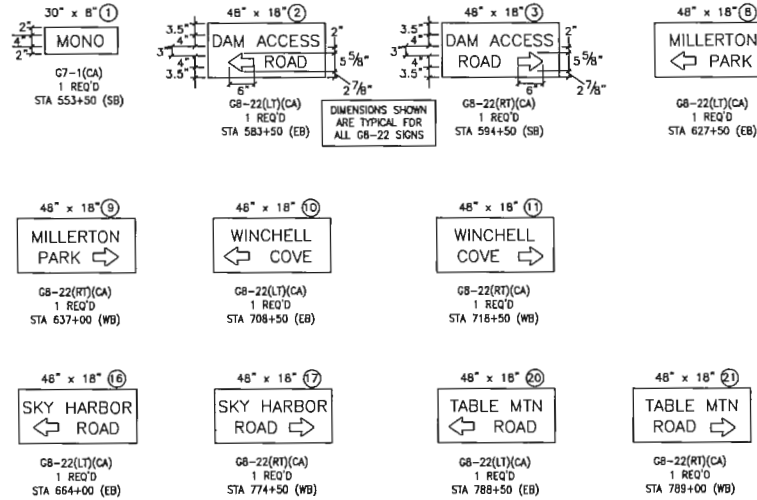
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Road No. _____		Bridge No. _____		Drawing No. _____		Sheet No. 19 Total Sheets 62	

LEGEND

- (A) "XING" CALTRANS STD PLAN A240
- (B) "PEED" CALTRANS STD PLAN A240
- (C) 12" SOLID WHITE LIMIT LINE
- (D) * SOLID WHITE STRIPE WITH 2 RPM (LANE LINE AT INTERSECTION)
- (E) YELLOW PAINTED MEDIAN NOSE
- (F) 12" WHITE CROSSWALK MARKING
- (G) "BIKE" CALTRANS STD PLAN A240
- (H) "LANE" CALTRANS STD PLAN A240
- (I) BIKE LANE ARROW PER CALTRANS STD PLAN A24A
- (J) 6" WHITE STRIPE FOR PAINTED ISLANDS
- (K) SANDBLAST EXISTING STRIPE AS SHOWN
- (XXXX) PAVEMENT DELINEATION DETAIL, SEE CALTRANS STD PLANS A20A THRU A20D
- (L) TYPE IV (L) ARROW CALTRANS STD PLAN A24A
- (R) TYPE IV (R) ARROW CALTRANS STD PLAN A24A
- (V) TYPE VI (RIGHT OR LEFT PER PLAN) ARROW CALTRANS STD PLAN A24A
- (L) TYPE VII (L) ARROW CALTRANS STD PLAN A24A
- (B) TYPE III (B) ARROW CALTRANS STD PLAN A24B
- (RS1, RS2, & RS4) ONE POST SIGN CALTRANS STD PLANS RS1, RS2, & RS4
- (RS1, RS2, & RS4) TWO POST SIGN CALTRANS STD PLAN RS1, RS2, & RS4
- (SIGNAL POLE OR LIGHT POLE) SIGN ON SIGNAL POLE OR LIGHT POLE
- (L(CA) OR TYPE P(CA)) ROADSIDE OBJECT MARKER, TYPE L(CA) OR TYPE P(CA), USE L-1(CA) CALTRANS STD PLAN A73A&B
- (F OR TYPE G, CALTRANS STD PLAN A73C) DELINEATORS, TYPE F OR TYPE G, CALTRANS STD PLAN A73C
- (XXXX) FHA OR CALTRANS(CA) SIGN CODE DESIGNATION, CLASS II, METAL POST

SIGN LEGEND



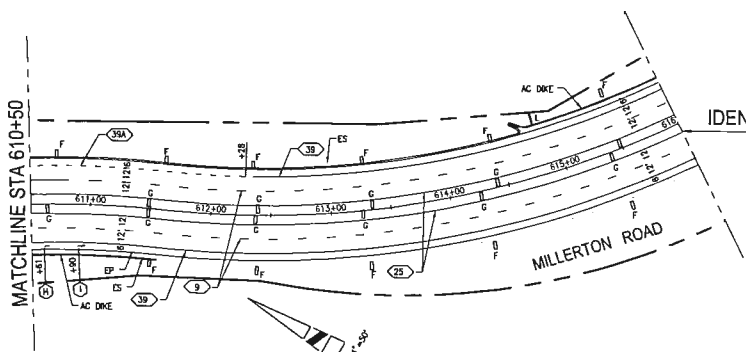
GENERAL NOTES

1. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (MUTCD DATED JANUARY 21, 2010). ALL SIGNING, STRIPING, RAISED PAVEMENT MARKERS AND MARKINGS SHALL CONFORM TO THE CALTRANS MAY 2006, STANDARD PLANS AND SPECIFICATIONS AND TO THE REQUIREMENTS OF THE AGENCY HAVING JURISDICTION (COUNTY OF FRESNO). ALL SIGNS AND MARKERS SHALL BE REFLECTORIZED AND STANDARD SIZE AS SPECIFIED IN THE FHWA STANDARD HIGHWAY SIGNS MANUAL AND THE CALTRANS SIGN SPECIFICATIONS, DATED JANUARY 21, 2010 AND AS PARTIALLY ILLUSTRATED ON THE CALTRANS 2010 UNIFORM SIGN CHART.
2. ALL STRIPING & MARKINGS SHALL BE THERMOPLASTIC, EXCEPT BIKE LANE STRIPING AND MARKINGS SHALL BE PAINT (2 COATS).
3. ALL SIGNS SHALL BE MOUNTED ON GALVANIZED, 3/8" WIDE BY 1 1/2" DEEP, 2.00 lbs/ft STEEL POST.
4. ALL PRIVATE SIGNS WILL BE CAREFULLY REMOVED FROM PUBLIC RIGHT OF WAY & SALVAGED. CONTRACTOR SHALL RETURN SALVAGED SIGNS TO PROPERTY OWNER OR OCCUPANT.
5. ALL G7-1(CA) & G8-22(CA) SIGNS SHALL CONFORM TO THE CALTRANS SIGN SPECIFICATION SHEETS WITH 4" WHITE CAPS AND ARROWS ON GREEN BACKGROUND.
6. SIGNS 4, 5, 6, 7, 12, 13, 14, 15, 16, & 19 ARE NOT USED.

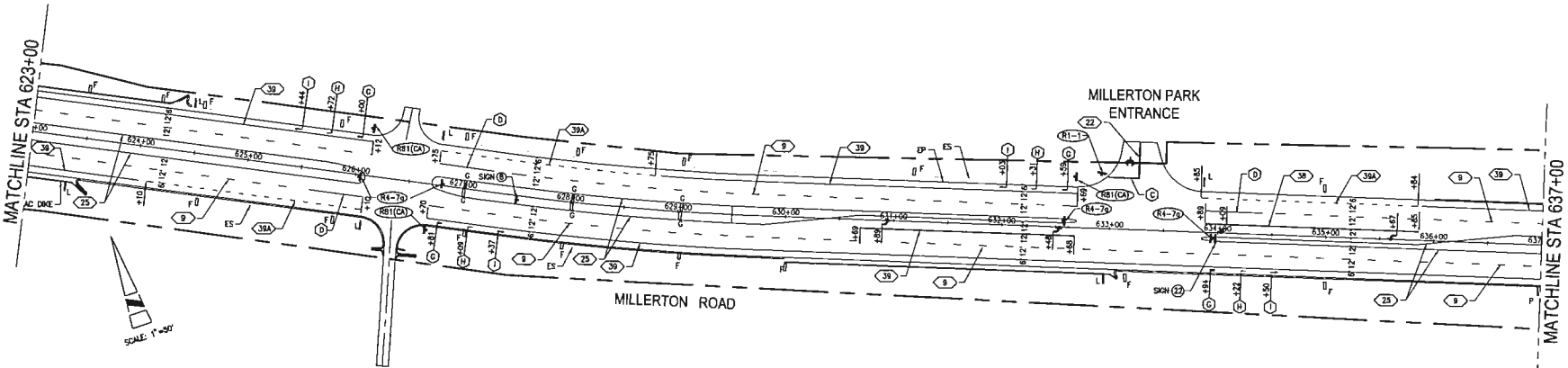
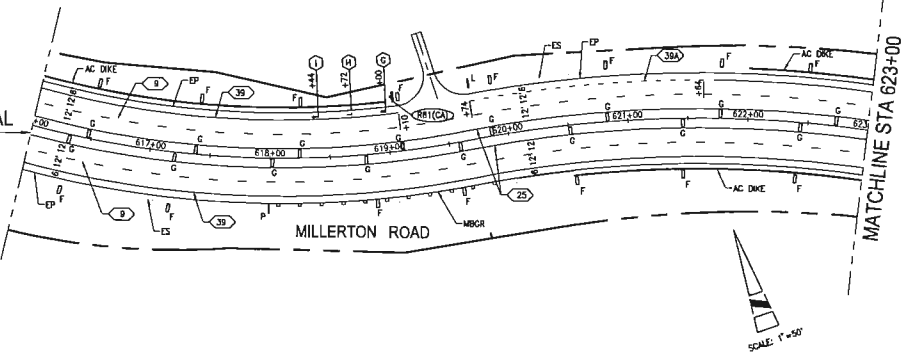
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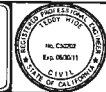


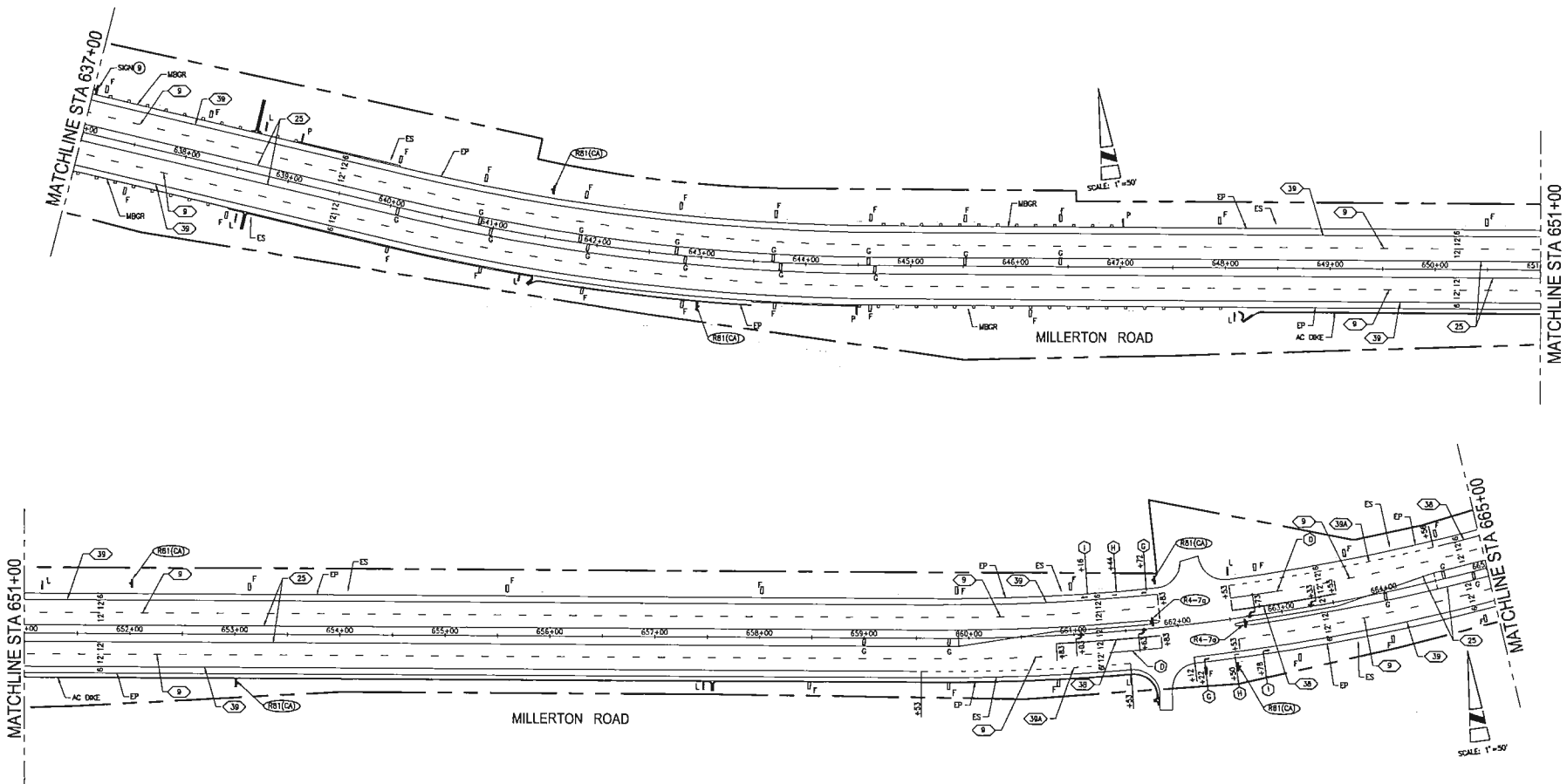
TABLE MOUNTAIN RANCHERIA
**MILLERTON ROAD IMPROVEMENTS
 NORTH FORK RD TO AUBERRY RD**



DEPARTMENT OF PUBLIC WORKS AND PLANNING
**STRIPING PLAN
 MILLERTON ROAD**

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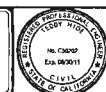
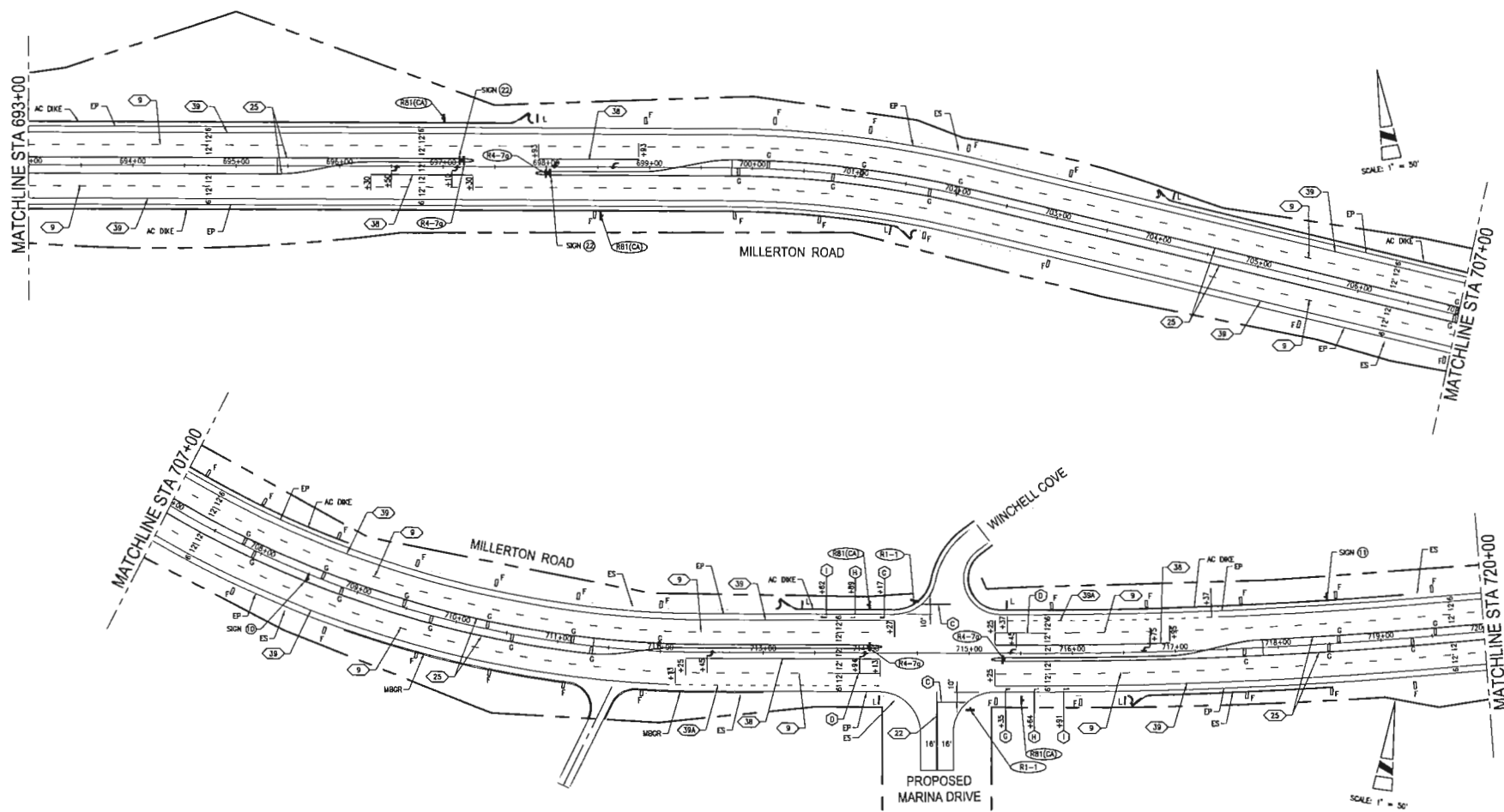


TABLE MOUNTAIN RANCHERIA
MILLERTON ROAD IMPROVEMENTS
 NORTH FORK RD TO AUBERRY RD
 Road No. _____ Bridge No. _____



DEPARTMENT OF PUBLIC WORKS AND PLANNING
STRIPING PLAN
MILLERTON ROAD
 Drawing No. _____ Sheet No. 37 Total Sheets 62



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 PROJECT: MILLERTON ROAD IMPROVEMENTS
 SHEET: 39 OF 62
 SCALE: 1" = 50'
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 NORTH FORK RD TO AUBERRY RD
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DEPARTMENT OF PUBLIC WORKS AND PLANNING
STRIPING PLAN
MILLERTON ROAD
 Drawing No. _____ Sheet No. 39 Total Sheets 62

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Capital Costs

In this "Capital Costs" sheet, values should be entered as year-of-expenditure dollars. The template will automatically apply

3%	Annual Inflation Rate Used to Convert Constant Dollars to Year-of-Expenditure Dollar
\$160,500	Previously Incurred Costs (in 2022 \$)

Table 1. Capital Costs

Year	Capital Cost in Year-of-Expenditure Dollars	Cost in Constant Dollars (2022 \$)
2023	\$0	\$0
2024	\$0	\$0
2025	\$3,108,500	\$2,844,718
2026	\$3,108,500	\$2,761,862
2027	\$500,000	\$431,304
2028	\$500,000	\$418,742
2029	\$29,324,250	\$23,843,299
2030	\$28,824,250	\$22,754,129
	\$0	\$0
	\$0	\$0
	\$0	\$0
	\$0	\$0
	\$0	\$0
	\$0	\$0
	\$0	\$0
	\$0	\$0
	\$0	\$0
	\$0	\$0
	\$65,365,500	\$53,054,054
<u>Previously incurred costs</u>	\$160,500	
<u>Cost with annual inflation rate applied</u>	\$75,823,500	
<u>Total cost</u>	\$75,984,000	

Benefit Cost Analysis Results

-

Table 1. BCA Results

Category	Value
Total Discounted Benefits	\$155,056,417
Total Discounted Costs	\$42,998,477
Net Present Value	\$112,057,939
Benefit Cost Ratio	3.61