



AGENDA

SPECIAL COUNCIL MEETING

Victor P. Lopez, Mayor

Diana Guerra Silva, Mayor Pro Tem
Roy Rodriguez, Council Member

Josie Cervantes, Council Member
Esperanza Rodriguez, Council Member

WEDNESDAY, JULY 27, 2022 - 6:00 P.M.

SENIOR CENTER

699 6th Street, Orange Cove, California 93646

LIVE MEETING

A. Call to Order/Welcome

Roll Call
Invocation
Flag Salute

B. Confirmation of Agenda

E. Administration

Interim City Manager:

1. **SUBJECT:** Adoption of the Fresno Council of Governments Approved Measure C Renewal Expenditure Plan and Implementing Guidelines

Recommendation: Council to approve Resolution No. 2022-48 Supporting the Measure C Renewal Expenditure Plan

F. Public Forum

Members of the public wishing to address the City Council on an item that is not on the agenda may do so now. No action will be taken by the City Council this evening. But items presented may be referred to the City Manager for follow up and a report. In

order to allow time for all comments, each individual is limited to three minutes. When addressing the Council, you are requested to come forward to the speaker's microphone, state your name and address, and then proceed with your comments.

G. City Manager's Report

H. City Attorney's Report

I. City Council Communications

J. Adjournment

ADA Notice: In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk at (559) 626-4488 ext. 214. Notification 48 hours prior to the meeting will enable the city to make arrangements to ensure accessibility to this meeting.

Documents: Any writings or documents provided to a majority of the City Council regarding any item on this agenda will be made available for public inspection at front counter at City Hall and at the Orange Cove Library located at 815 Park Blvd., Orange Cove, CA during normal business hours. In addition, most documents are posted on City's website at cityoforange Cove.com.

STATEMENT ON RULES OF DECORUM AND ENFORCEMENT

The Brown Act provides that members of the public have a right to attend public meetings, to provide public comment on action items and under the public forum section of the agenda, and to criticize the policies, procedures, or services of the city or of the acts or omissions of the city council. The Brown Act also provides that the City Council has the right to exclude all persons who willfully cause a disruption of a meeting so that it cannot be conducted in an orderly fashion.

During a meeting of the Orange Cove City Council, there is a need for civility and expedition in the carrying out of public business in order to ensure that the public has a full opportunity to be heard and that the Council has an opportunity to conduct business in an orderly manner. The following is provided to place everyone on notice of the rules of decorum and enforcement.

GENERAL RULES OF DECORUM

While any meeting of the City Council is in session, the following rules of decorum shall be observed:

1. All remarks shall be addressed to the City Council as a whole and not to any single member, unless in response to a question from a member of the City Council.
2. A person who addresses the City Council under public comment for a specific agenda item or under the Public Forum section of the agenda may not engage in speech or conduct (i) which is likely to provoke others to violent or riotous behavior,

- (ii) which disturbs the peace of the meeting by loud and unreasonable noise, (iii) which is irrelevant or repetitive, or (iv) which disrupts, disturbs, or otherwise impedes the orderly conduct of any City Council meeting.
3. A person, other than members of the Council and the person, who has the floor, shall not be permitted to enter into the discussion unless requested by the mayor to speak.
 4. Members of the City Council may not interrupt a person who has the floor and is making public comments. Members of the City Council shall wait until a person completes his or her public comments before asking questions or commenting. The mayor shall then ask Councilmembers if they have comments or questions.
 5. No person in the audience at a Council meeting shall engage in disorderly or boisterous conduct, including the utterance of loud, threatening or abusive language, whistling, stamping of feet or other acts which disturb, disrupt or otherwise impede the orderly conduct of any Council meeting.

ENFORCEMENT OF DECORUM RULES (Resolution No. 2012-16)

While the City Council is in session, all persons must preserve order and decorum. A person who addresses the city council under public comment for a specific agenda item or under the Public Forum section of the agenda may not engage in speech or conduct which is likely to provoke others to violent or riotous behavior, which disturbs the peace of the meeting by loud and unreasonable noise, which is irrelevant or repetitive, or which disrupts, disturbs, or otherwise impedes the orderly conduct of any City Council meeting.

The mayor or other presiding officer shall request that a person who is breaching the rules of decorum cease such conduct. If after receiving such a warning, the person persists in breaching the rules of decorum, the mayor or other presiding officer may order the person to leave the City Council meeting. If such person does not leave, the mayor or presiding officer may request any law enforcement officer who is on duty at the meeting as sergeant-at-arms to remove the person from the Council Chambers. In the event there is no one from law enforcement present, the mayor or presiding officer may direct the City Manager to contact law enforcement.

In accordance with the Point of Order Rule 4.6, the majority of the Council may overrule the mayor if the majority of the Council believes the mayor or other presiding officer is not applying the rules of decorum appropriately.

MEMORANDUM

TO: Fresno County Transportation Authority

FROM: Mike Leonardo, Executive Director

DATE: July 20, 2022

SUBJECT: Adoption of the Fresno Council of Governments Approved Measure C Renewal Expenditure Plan and Implementing Guidelines

RECOMMENDATION: Staff recommends approval of Resolution 2022-08, adopting the Fresno Council of Governments (COG) approved Expenditure Plan and Implementing Guidelines

BACKGROUND DISCUSSION: On August 7, 2019, the Fresno County Transportation Authority (FCTA) Board authorized staff to begin the process of seeking to renew Measure C with a target of placing the Measure on the November 2022 ballot. Included in this authorization was direction to establish an Executive Committee (EC) and a Technical Working Group (TWG) to develop a draft expenditure plan for presentation to the FCTA Board for final approval.

Staff began contacting the various public and private sector organizations to ask for volunteers to join these two committees. With rare exception, staff did not contact specific individuals but worked through agencies and organizations to identify who would serve on the two committees.

In March of 2020, the COVID epidemic hit the United States. Threat of exposure precluded FCTA and Fresno Council of Governments (Fresno COG) staff from scheduling meetings of these committees for approximately 11 months. During that time period society adapted to meeting in a virtual environment and as a result, the first meetings of these two groups were held virtually in January and February of 2021.

Simultaneous with this effort, the Fresno COG was in the process of updating and adopting their Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is the 20-year transportation planning document for Fresno County, while Measure C is part of how the RTP/SCS plan is implemented. As a result, the RTP/SCS became the framework for Measure C renewal.

The two committees spent much of their early meetings discussing membership and listening to background information about the Original Measure C adopted in 1986, the Measure C Extension adopted in 2006, and developing guiding principles for a potential third measure (MC3). Membership and process discussions consumed much of the committees' time in the initial months, particularly within the EC.

Fresno COG held a number of community meetings where the RTP/SCS was discussed, and public input sought over a year's time. Measure C staff and consultants participated in these RTP meetings with discussions about what the public viewed as the highest priorities for a renewed Measure C.

In March of 2021, FCTA staff commissioned a public opinion poll to determine what County residents thought were the most pressing transportation issues, and whether or not they would support a second extension of Measure C. The results of that poll were shared with the FCTA Board and the two committees. The polling indicated very high support for renewing Measure C (80%), and that fixing local roads was clearly the highest priority, also at 80%.

In October 2021, FCTA conducted a series of in-person and online public forums specific to Measure C renewal. Staff made short presentations while the majority of the time was spent listening to members of the public discuss what they thought were the highest priorities for a third Measure C. Simultaneously, FCTA also launched an online survey for the purpose of gathering similar data. To date staff has received 2,804 responses with very similar results. FCTA staff and consultants also conducted in person door to door contacts with residents in Cantua Creek, Lenare, Tranquility, Orange Cove, Parlier, Kerman, Mendota, Caruthers, Coalinga, Del Rey, Five Points, Huron, Sanger, Kingsburg, and San Joaquin. Approximately 1,070 surveys were completed by Spanish speakers. The public meetings, online surveys, and in-person contacts all conveyed the same basic messages as the polling; fixing roads was the number one priority.

Beginning with the needs assessment performed by Fresno COG through the RTP/SCS process, staff began drafting alternative proposals for Measure C 3 funding. Four alternatives were initially presented to the TWG. Of these four, two had a significant level of support within the TWG. These two alternatives were later refined by the TWG.

During this process FCTA and Fresno COG staff also met with representatives from Fresno County, the City of Fresno and the City of Clovis to discuss the framework of the preferred alternatives the TWG was considering. While by no means diminishing the importance of the small cities, it was felt that Fresno, Clovis, and Fresno County support of a proposed plan was critical in order to obtain its eventual endorsement by both the TWG and EC. Based upon these meetings, modifications were made to the preferred alternative then being considered by the TWG. These modifications increased the Transit and Local Control subprograms. Specifically, the increase in the Local Control Program was intended to allow each agency to best tailor their Measure C expenditures to their unique and specific needs. This flexibility was especially critical for the City of Fresno who wanted to use some of their Local Control Program money to further increase funds dedicated to public transit.

The TWG considered and approved this allocation plan by a substantial majority. This approved plan was then sent to the EC for their consideration.

The EC also considered and approved the plan as submitted by the TWG. During this consideration and approval process, a second series of public meetings were conducted to once again listen to people's concerns about transportation in Fresno County. A second opinion poll was also conducted resulting in nearly identical results from the first poll.

Once the EC adopted the draft allocation plan, staff used the proposed allocation plan as adopted by the EC and TWG, to develop a detailed draft Expenditure Plan and a set of Implementing Guidelines. The Expenditure Plan was posted for public review on May 27, 2022, and the Implementing Guidelines were posted about a week later. Staff received a number of written and verbal comments on the plan and guidelines. Many of the suggested revisions were incorporated while some were not. Comments not included in the plan tended to be in conflict with the allocation plan adopted by the EC and TWG. The public comment period closed on June 27, 2022 and a final draft revision of the draft plan and guidelines was posted on June 29, 2022.

The plan was to be presented to the Fresno Council of Governments Policy Board for their approval, which was then to be followed by presentation to the FCTA Board for their proposed adoption. Fresno COG was scheduled to consider the plan on June 30, 2022 with FCTA following on July 20. The June 30, 2022 meeting of Fresno COG was ultimately cancelled due to technical difficulties and was rescheduled for July 7, 2022.

CITY OF FRESNO PROPOSAL

In mid-June, FCTA and Fresno COG staff made a presentation to the Fresno City Council on the EC/TWG approved plan. Shortly after that presentation, staff was made aware that the City of Fresno would not support the EC/TWG Plan as currently written. Through a series of meetings, the last one held on the morning of June 30, 2022 – a few hours before Fresno COG was to consider adoption of the EC/TWG plan – FCTA and Fresno COG staff agreed that the substantially revised proposal submitted by the City (that morning) had merit as it closely followed the EC/TWG plan with a few minor revisions. These revisions included:

1. Allowing sidewalk repairs to be funded through the Local Neighborhood and Street Repair and Maintenance Program (Street Repair Program)
2. Revising the distribution of these street repairs funds from 75% population – 25% road miles to 80% – 20% (later revised to 78% – 22%)
3. Revise the distribution of the Local Control Program funds to 100% population based
4. Establish an annual \$100,000 minimum allocation within the Street Repair Program for each of the 16 agencies in Fresno County
5. Change a few of the projects included in the City of Fresno's portion of the Tier 1 Major Roads and Highway Program
6. Limit Urban Transit Oriented Development (TOD) funding to certain high-density and transit corridor requirements
7. Include local hiring preference language

The end result of these changes was that each of the 15 cities in Fresno County would get slightly more funding (approximately 5% to 20% with the smallest cities experiencing the largest percentage increase) while Fresno County would receive about \$187 million less over the life of the Measure.

After considerable public and Board discussion, the Fresno COG Policy Board approved the EC/TWG plan as modified by the City of Fresno.

On July 12, 2022, the Fresno County Board of Supervisors also considered the plan adopted by Fresno COG. All Board members expressed concern with the lower Fresno County allocation and with the last-minute changes requested by the City of Fresno; however, after much discussion the Board adopted the plan as previously approved by Fresno COG.

APPROVED PLAN

With these approvals in place, it is now incumbent on the FCTA Board to consider adoption of the plan approved by the Fresno COG Policy Board. A full copy of both the Expenditure Plan and Implementing Guidelines are included in this Board package. In summary, the approved plan provides total projected revenue over 30 years of **\$6,835,044,756 or approximately \$7 Billion.**

Distribution by Sub-Program

Subprogram	Percentage	Allocation
Local and Neighborhood Street Repair and Maintenance	51%	\$3,511,000,000
Local Control	18%	\$1,208,794,520
Urban and Rural Public Transit	12%	\$811,953,000
Safe Bikes and Pedestrians	1%	\$75,524,940
Major Roads and Highways, Safety Improvement and Congestion Relief	15%	\$997,713,440
Environmental Sustainability	2%	\$144,000,000
Administration	1.25%	\$86,058,856

Distribution by Agency (as modified by the City of Fresno proposal)

Agency	Allocation (Millions)	Agency	Allocation (Millions)
Clovis	\$519.2	Mendota	\$53.8
Coalinga	\$69.2	Orange Cove	\$44.1
Firebaugh	\$36.9	Parlier	\$67.6
Fowler	\$29.4	Reedley	\$67.6
Fresno	\$2,210.7	San Joaquin	\$20.6
Huron	\$28.3	Sanger	\$120.1
Kerman	\$71.0	Selma	\$107.4
Kingsburg	\$61.9	Fresno County	\$1,130.2

In addition, the other changes proposed by the City of Fresno were incorporated into the Expenditure Plan and Implementing Guidelines except for the revised TOD criteria, which must still be developed by Fresno, Clovis, and Fresno COG staff. This revised criteria will be included in the Strategic Implementation Plan (SIP) to be developed. Specific language on local hiring preferences will also need to be developed and included in the SIP.

CONCLUSION:

The overall transportation needs in Fresno County exceed the revenues that can be generated through a ½ cent sales tax. However, this plan makes substantial progress towards meeting a high percentage of these needs. Specifically, this plan will:

- Allow the entire county to fix potholes and repair streets, reaching an average Pavement Condition Index of 70, which is within the “Good” category, thus reducing future maintenance costs, decreasing user costs, improving safety for vehicles, bicyclists and pedestrians, and improving air quality
- Dedicates funds to disadvantaged communities and areas, including a \$100,000 minimum allocation, which will help the smaller cities in the County, and dedication of no less than 30% of the street repair funds to disadvantaged areas
- Provides over \$1 billion in Local Control sub program funding so that each agency can best meet their transportation needs. This could include additional road repairs, enhanced transit funding, additional Active transportation projects, or any other eligible transportation facility or service
- Provides over \$800 million to the three transit agencies in Fresno County; an increase of 180% over the current transit allocation
- In conjunction with other identified funding sources, meets 95% of the overall active transportation need established through the 2022 RTP/SCS process
- Helps address safety issues and congestion choke points on the urban and rural highways and major road systems
- Dedicates \$144 million specifically for environmental enhancements beyond those specifically included in the other subprograms
- Collectively will improve pavement, improve safety, reduce congestion, improve air quality and reduce greenhouse gas emissions, consistent with the RTP/SCS

This plan will be beneficial for Fresno County as a whole and good for each and every city within Fresno County.

RESOLUTION NO. 2022-48

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ORANGE COVE
SUPPORTING THE MEASURE C RENEWAL EXPENDITURE PLAN**

WHEREAS, since 1986 Measure C has provided funds to improve transportation throughout Fresno County, including the City of Orange Cove; and

WHEREAS, in the 20 years since approved by the voters in 2006, Measure C has or will have provided over \$600 million in Local Control funding that the cities in Fresno County, and Fresno County itself, have used to improve streets, sidewalks, and other transportation facilities and services; and

WHEREAS, Measure C has improved state highways throughout Fresno County, including those used extensively by Orange Cove residents; and

WHEREAS, Measure C provides or will provide nearly \$300 million for public transit throughout Fresno County including urban services within the Fresno Clovis metro area, and rural services in the smaller communities and unincorporated areas; and

WHEREAS, currently available funding has not been sufficient to address all critical transportation issues in the City of Orange Cove; and

WHEREAS, two committees with broad representation across Fresno County developed a proposed plan to extend Measure C another 30 years; and

WHEREAS; on July 7, 2022, the Fresno Council of Governments (COG) approved this proposed Expenditure Plan; and

WHEREAS, on July 20, 2022, the Fresno County Transportation Authority (FCTA) adopted the Expenditure Plan approved by COG; and

WHEREAS, this Measure C Renewal Expenditure Plan, upon approval of the ballot measure by voters, is projected to provide nearly \$5 billion over 30 years to the 15 cities and Fresno County for local transportation improvements, as determined by each City Council or the Board of Supervisors; and

WHEREAS, the Expenditure Plan is projected to provide over \$3.5 billion to fix local roads and repair sidewalks, \$812 million for urban and rural public transit, \$76 million for safe bikes and pedestrians, \$998 million for major roads and highways safety improvements and congestion relief, \$144 million for environmental sustainability projects, and over \$1.2 billion in Local Control funding for addition street repairs, enhanced transit, additional bike lanes and sidewalks, and many other transportation projects and services; and

WHEREAS, under this Expenditure Plan, the City of Orange Cove will receive \$ _____ in direct local transportation funding.

NOW, THEREFORE,

IT IS HEREBY RESOLVED that the _____ City Council recognizes the benefits Measure C has brought to _____ and is in support of renewing Measure C for an additional 30 years in order to continue to improve transportation facilities and services in the City of _____, and in Fresno County as a whole; and

IT IS FURTHER RESOLVED that, by adoption of this resolution, the City of _____ approves the Expenditure Plan previously approved and adopted by COG and FCTA.

The foregoing Resolution is duly adopted on _____, 2022, by the following votes:

AYES	COUNCIL MEMBERS
NOES	COUNCIL MEMBERS
ABSTAIN	COUNCIL MEMBERS
ABSENT	COUNCIL MEMBERS

_____, Mayor of the
City of _____

ATTEST

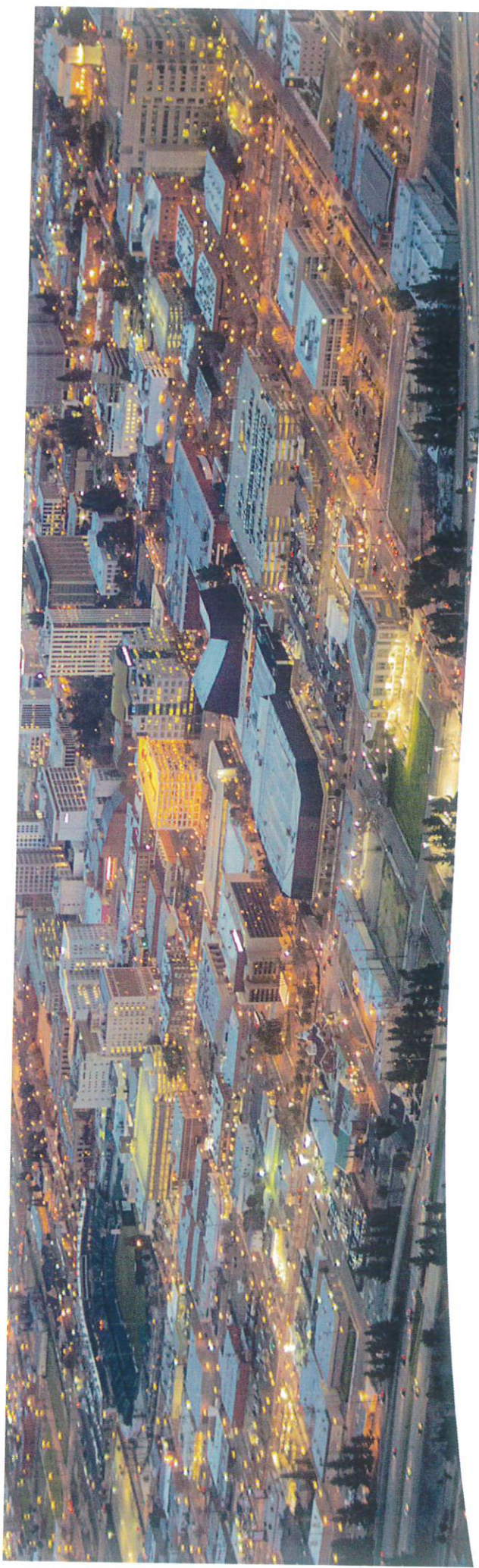
, City Clerk

Fresno County Transportation Authority
Fresno Council of Governments
Measure C Renewal - MC3



PROMISES MADE. PROMISES KEPT.

Addressing Our Transportation Needs



- August 7, 2019, FCTA Board authorized beginning the process of renewing Measure C (MC3)
- Targeted placement of the Measure on the November 2022 ballot
- Established an Executive Committee and a Technical Working Group
- Presented the Plan to the FCTA Board for final approval on July 20, 2022

Background



MEASURE C • SHARING YOUR TRANSPORTATION NEEDS



Renewal Plan Executive Committee Resulted from Request to Expand the Committee **17 Meetings**

Note: Additional members were added in response to requests from Community Advocates

MEASURE C EXECUTIVE COMMITTEE MEMBERSHIP

LOCAL GOVERNMENT	
1	David Cardenas, Mayor, Fowler/Co-Chair—EASTSIDE
2	Lynne Ashback, Mayor Pro Tem, Clovis/Co-Chair—METRO
3	Vong Mouanoutou, Councilmember, Clovis—METRO
4	Jerry Dyer, Mayor, Fresno—METRO, Gregory Barfield, Alternate
5	Eli Ontiveros, Mayor, Sanger—EASTSIDE
6	Gary Yap, Mayor, Kernman—WESTSIDE
7	Rolando Castro, Mayor, Mendota—WESTSIDE (Small Business Owner in Mendota)
8	Paul Nerland, County of Fresno—COUNTY
9	Sheriff Margaret Minns—COUNTY
10	Chief Greg Tarasou, Sanger Fire/Emergency Medical
BUSINESS/LABOR/ECONOMIC DEVELOPMENT/CIVIC SECTORS	
11	Lee Ann Eager, EDC—CIVIC
12	Scott Miller, Fresno Chamber—CIVIC
13	Thilani Grubel, Bitwise—BUSINESS/TECHNOLOGY, Jake Soberal, Alternate
14	Debbie Hunsaker, Alert O Lite—BUSINESS
15	Ryan Jacobson, Farm Bureau—AG
16	Lorna Roush, Schultz Ranch—AG
17	Roger Van Gronigen, Van G Trucking—GOODS MOVEMENT
18	Chuck Rojas, Central CA Labor Council
19	James Hammond, Laborers Local #234, OE #3-Additional Labor Rep
COMMUNITY ORGANIZATIONS/ADVOCATES/NOT-FOR-PROFITS	
20	Linda Hayes, EOC Board of Directors—HUMAN SERVICES
21	Artie Padilla, CVCF—PHILANTHROPY/SERVICE
22	Sarah Harris, Resources for Independence Central Valley—DISABILITY SERVICES
23	Gayle Holman, Community Medical System—HEALTHCARE/SERVICE
24	Cynthia Arriaga, YU—YOUTH/ADVOCACY - Alternate: D'Aurillique Jackson
25	Mark Keppeler, Clovis Community Foundation/Active Transportation/ ADVOCACY
26	Veronica Garibay, CBO/ADVOCACY
27	Leticia Valencia, CBO/Faith/ADVOCACY
28	Sandra Coleston-CBO/ADVOCACY
29	Nayamin Martinez-CBO/Environmental/ADVOCACY
EDUCATION	
30	Dr. Aly Tawfik, Transportation Institute, Fresno State-INNOVATION/RESEARCH/HIGHER ED
31	Ruby Duran, Dept. of Counseling Chair, Reedley College & Central Valley Latino Leaders Academy
32	Eric Cedarquist, Superintendent, Fowler Unified School District (retired)



Renewal Plan Technical Working Group

22 Meetings

FCTA	City of Clovis	Active Transportation
FCOG	City of Coalinga	Agriculture
Fresno County BOS	City of Firebaugh	Broad-Based Business
City of Fresno	City of Fowler	Building Development
City of Clovis	City of Fresno	Education
Eastside Cities	City of Huron	Environment
Westside Cities	City of Kerman	Community Based Organizations
Business	City of Kingsburg	Community Based Organizations
Education	City of Mendota	Goods Movement
Agriculture	City of Orange Cove	Measure C Citizen Oversight
Construction	City of Parlier	Committee
Labor	City of Reedley	New Technology
Transportation/Goods	City of San Joaquin	Public Health Advocate
Movement	City of Sanger	ADA/Seniors
Emergency Services	City of Selma	Aviation
Community Based	County of Fresno San	Construction
Organizations	Joaquin Valley Air District	Emergency Services/Public
Health	Caltrans	Safety
	Public Transportation	Fresno COG
	Urban	FCTA
	Public Transportation Rural	Labor

Needs Assessment

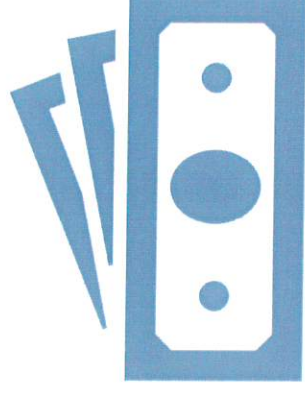
- 2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
- Countywide Pavement Condition Survey
- Other Funding Sources Identified
- Funding Gaps Identified



MEASURE C · SHARING YOUR TRANSPORTATION NEEDS

Revenue Projections

30 Year -- \$6.8 billion



Public Engagement Strategies

- 14 Workshops and Community Meetings
- Door to Door; 1,070 Spanish responses – Cantua Creek, Lanare, Tranquillity, Orange Cove, Parlier, Kerman, Caruthers, Biola, Hmong Community, Coalinga, Del Rey, Five Points, Huron, Sanger, Kingsburg, San Joaquin, Punjabi Community
- Community Events
- Virtual Meetings
- Online & In-Person Surveys; 2,800 surveys, 2,000 comments
- 2 Public Opinion Polls – Just Short of 5,500 responses



Voter Opinion Poll

Slightly more than three-quarters initially support a Fresno Transportation Continuation Measure regardless of the duration, with roughly half saying they would definitely vote yes.

Sample Size: 2,465 1st, 2,988 2nd

Poll #1 Taken: 2/11/21 – 3/16/22

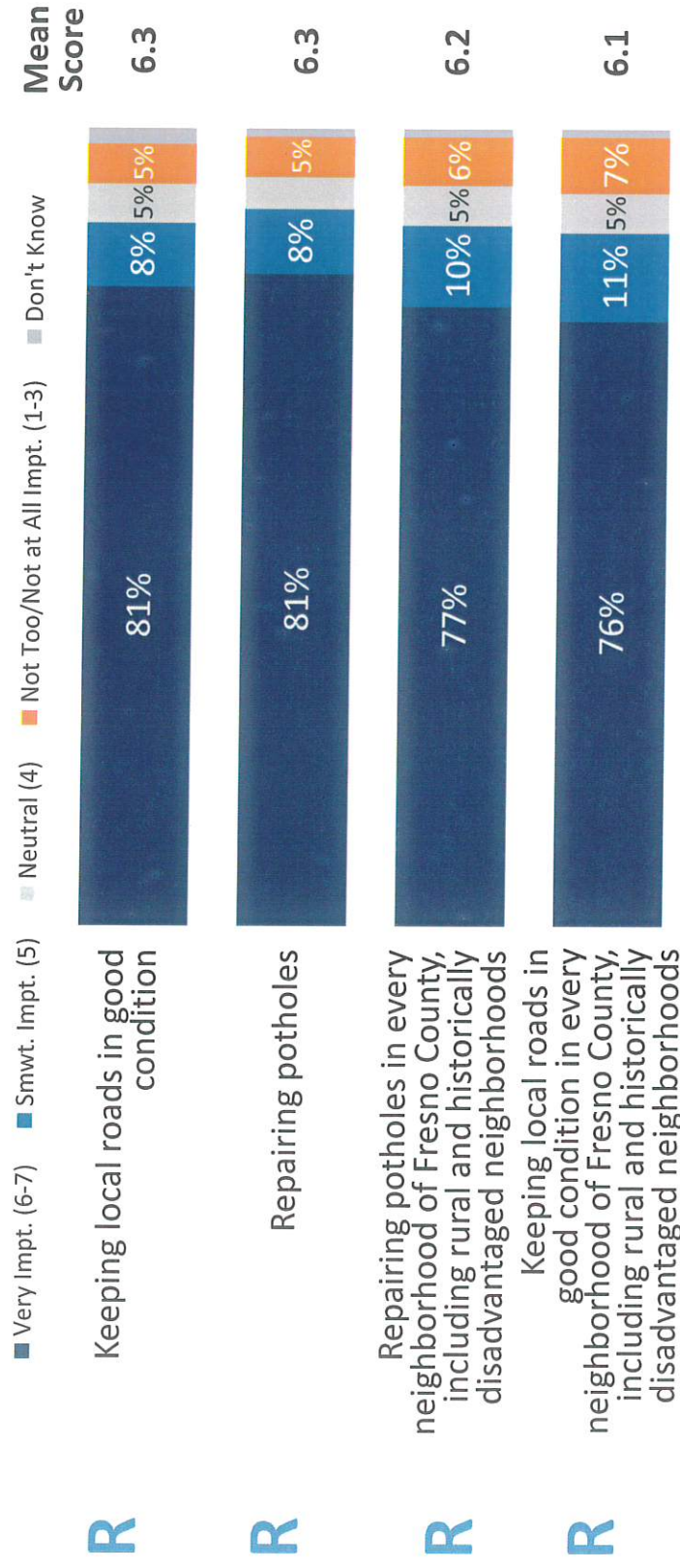
Poll #2 Taken: 3/15/22 – 4/18/22

(Each Duration MOE = +/-4.7%; Total MOE = +/-2.7%)



Keeping local roads and transportation infrastructure in good condition, repairing potholes, creating local jobs, keeping bus fares low, and upgrading structurally declining bridges/overpasses are among voters' top priorities.

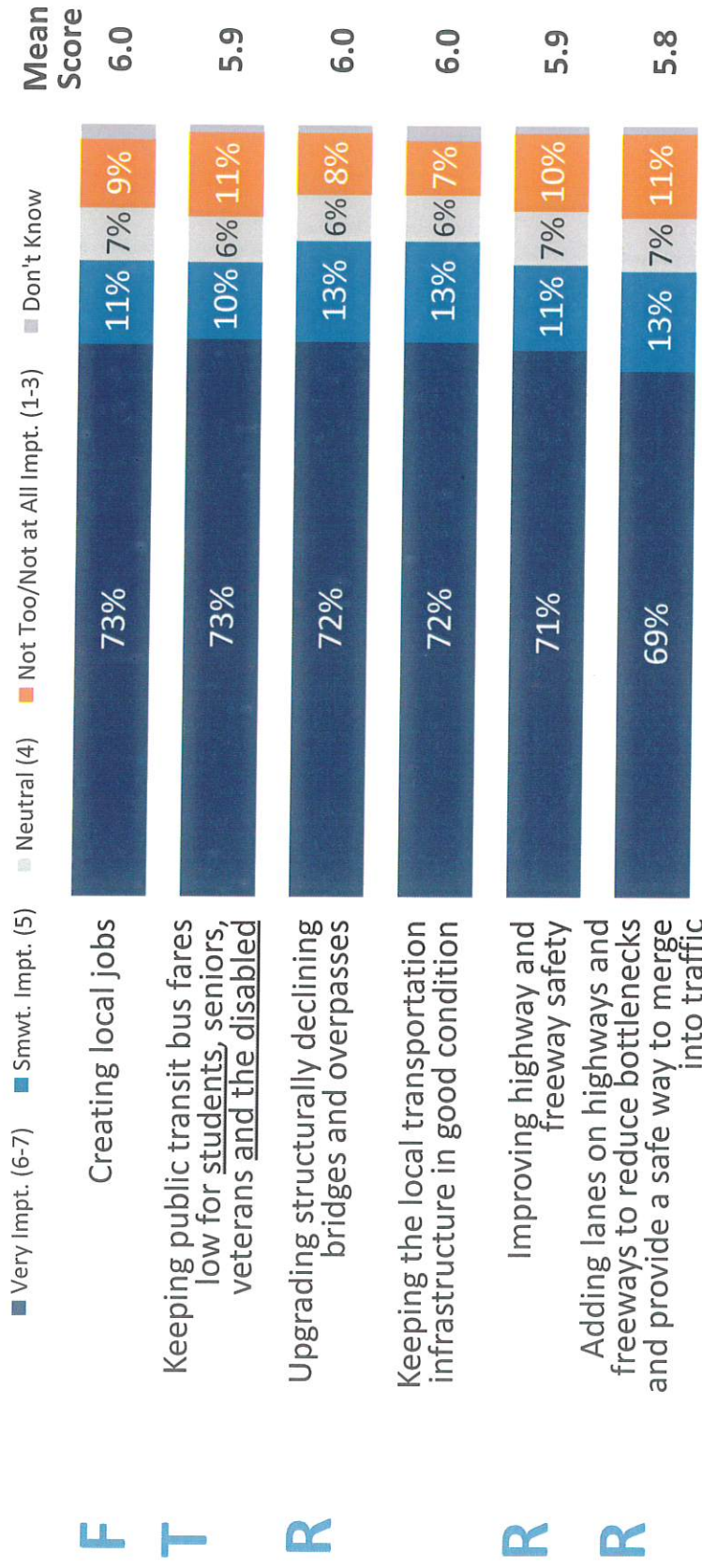
(Ranked by Very Important: 6-7)



Q. I am going to mention some features and provisions of the proposed Fresno County Transportation Continuation Measure we are discussing. Regardless of your opinion of the measure, please tell me how important it is to you that the feature or provision be included as part of the measure. We will use a scale of 1 to 7, where 1 means **NOT AT ALL IMPORTANT** to you that the feature or provision is included in the measure extension and 7 means it would be **VERY IMPORTANT**. Split Sample

Continued

(Ranked by Very Important: 6-7)



Q. I am going to mention some features and provisions of the proposed Fresno County Transportation Continuation Measure we are discussing. Regardless of your opinion of the measure, please tell me how important it is to you that the feature or provision be included as part of the measure. We will use a scale of 1 to 7, where 1 means NOT AT ALL IMPORTANT to you that the feature or provision is included in the measure extension and 7 means it would be VERY IMPORTANT. Split Sample

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Greatest Remaining Need



Fixing Local
Roads

Allocation Principles

Local Choice,
Local Control



Flexibility



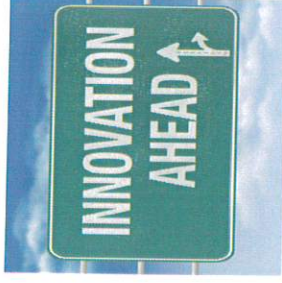
Fix it First



No
Neighborhood
Left Behind



Improve
Safety



Equity



MEASURE C • SHARING YOUR TRANSPORTATION NEEDS

Allocations

BY PROGRAM

Measure C Renewal Program		Percent of Total	30-Year Funding Estimate	Percent of Total Need Meet by All Funding Sources Including Measure C
1	Local & Neighborhood Street Repair & Maintenance	51%	3,511,000,000	64%
2	Local Control	18%	1,208,794,520	89%
3	Safe Bikes and Pedestrians (Including Safe Routes to School & Access for People with Disabilities)	1%	75,524,940	95%
4	Urban & Rural Public Transit	12%	811,953,000	96%
5	Major Roads & Highways, Safety Improvement and Congestion Relief	15%	997,713,440	70%
6	Environmental Sustainability	2%	144,000,000	N/A
7	Administration	1%	86,058,856	N/A
Total:		100%	\$ 6,835,044,756	

MEASURE C - SHARING YOUR TRANSPORTATION NEEDS

Measure C 3



Measure C 3 Approval Process

Public review of the Draft Measure C Renewal Expenditure Plan began on May 27, 2022 and ended on June 27, 2022

7 July

27 May – 27 June

20 July

Fresno County Transportation Authority Board Approved the Plan on July 20, 2022

Fresno Council of Governments Board Adopted the Plan on July 7, 2022



MEASURE C · SHARING YOUR TRANSPORTATION NEEDS

City of Fresno Revisions to the TWG/EC Plan

- Allows sidewalk repairs to be funded through the Street Repair and Maintenance Program
- Revises the distribution of these street repairs funds from 75% population – 25% road miles to 80% -- 20% (later revised to 78% -- 22%)
- Revises the distribution of the Local Control Program funds to 100% population based
- Establishes an annual \$100,000 minimum allocation within the Street Repair and Maintenance Program for each of the 16 agencies in Fresno County
- Changes a few of the projects included in Fresno's portion of the Tier 1 Major Roads and Highway Program
- Limits Urban Transit Oriented Development (TOD) funding to certain high-density and transit corridor requirements
- Includes local hiring preference language

End result: Cities received greater local allocations with the smallest cities seeing increases between 5% to 20% higher. Fresno County's allocation was reduced by \$187 Million or 14%

Fresno COG Approved Plan

Local Flow Thru	TWG/EC Committee Recommendation	COG Approved Plan	Difference
Agency			
Clovis	496,660,395	519,210,059	\$22,549,664
Coalinga	69,196,730	74,562,264	\$5,365,534
Firebaugh	32,379,516	36,943,730	\$4,564,214
Fowler	29,414,298	32,599,858	\$3,185,560
Fresno	2,210,712,853	2,307,800,260	\$97,087,407
Huron	28,275,367	33,128,585	\$4,853,218
Kerman	65,270,367	71,008,461	\$5,738,094
Kingsburg	58,709,643	61,935,554	\$3,225,911
Mendota	47,821,219	53,838,196	\$6,016,977
Orange Cove	39,791,905	44,073,084	\$4,281,179
Parlier	60,804,739	67,641,387	\$6,836,648
Reedley	107,393,155	114,213,410	\$6,820,255
San Joaquin	16,972,795	20,611,555	\$3,638,760
Sanger	113,431,849	120,149,116	\$6,717,267
Selma	100,787,707	107,380,167	\$6,592,460
County of Fresno	1,317,696,922	1,130,223,774	(\$187,473,148)
TOTAL	4,795,319,460	4,795,319,460	\$0
	100.00%	100.00%	



MEASURE C - SHARING YOUR TRANSPORTATION NEEDS

Measure C 3

30 Year Revenue Changes

Based on Fresno COG Approved Plan

Agency	Increased Revenues over 30 Years for Street Repairs, Flexible Funds (Local Control)	Agency	Increased Revenues over 30 Years for Street Repairs, Flexible Funds (Local Control)
Clovis	\$22.5 million (+4.5%)	Mendota	\$6.0 million (+12.6%)
Coalinga	\$5.4 million (+7.8%)	Orange Cove	\$4.3 million (+10.8%)
Firebaugh	\$4.6 million (+14.1%)	Parlier	\$6.8 million (+11.2%)
Fowler	\$3.2 million (+10.8%)	Reedley	\$76.8 million (+6.4%)
Fresno	\$97 million (+4.4%)	San Joaquin	\$3.6 million (+21.4%)
Huron	\$4.8 million (+17.2%)	Sanger	\$6.7 million (+5.9%)
Kerman	\$5.7 million (+8.8%)	Selma	\$6.6 million (+6.5%)
Kingsburg	\$3.2 million (+5.5%)		
		Fresno County:	Decreased Revenues \$187 million (-14.2%)

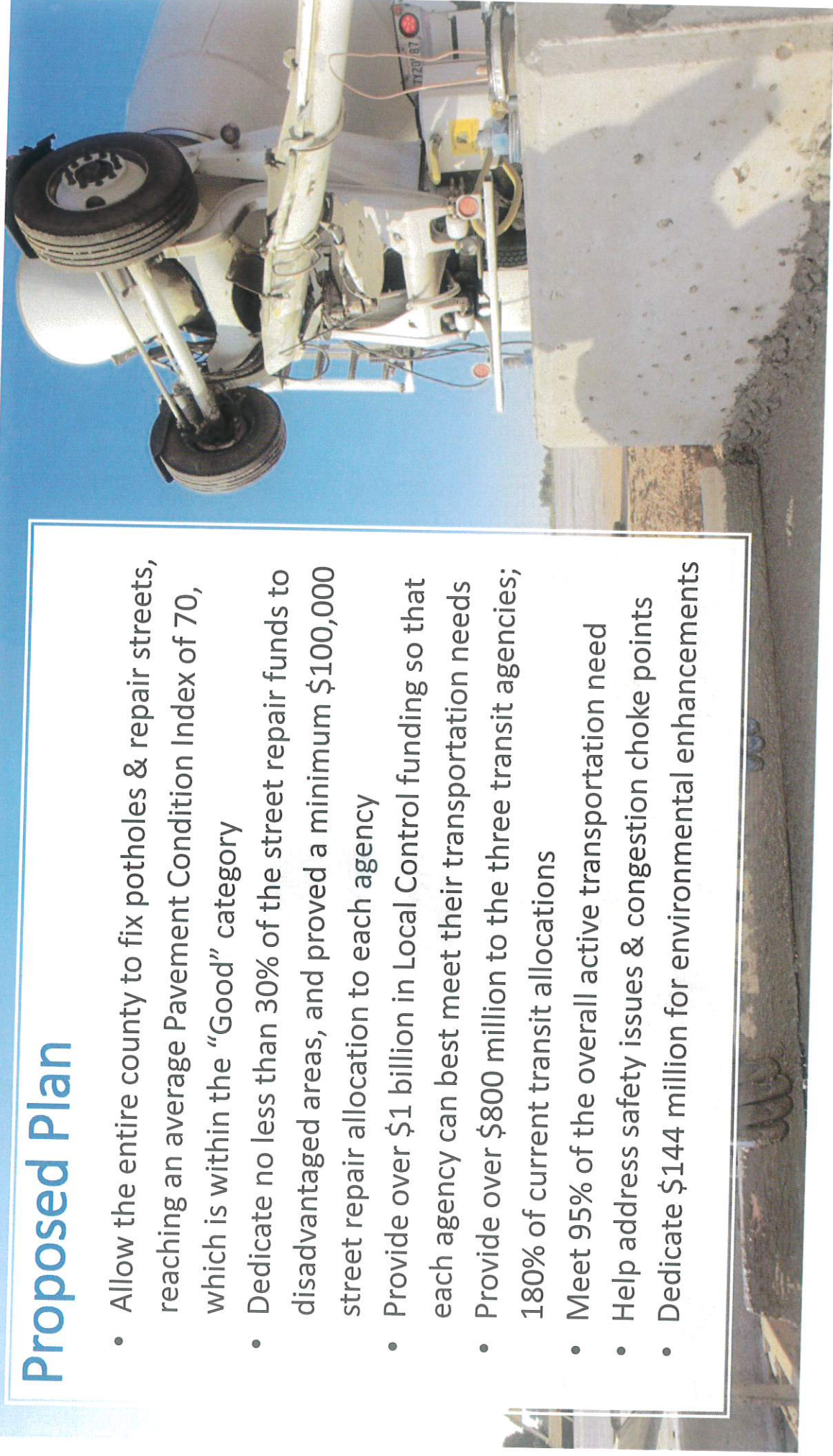


Major Roads & Highways Program

- Provides Connectivity Between Communities
- Improvements to Fresno Airports
- Improves Mobility: Addition of Travel Lanes, Passing Lanes, Interchanges, & Other Major Improvements
- Urban Tier 1 Project List:
 - 25 Local & State Hwy Projects totaling \$833 M
- Rural Tier 1 Project List:
 - 20 Local & State Hwy Projects totaling \$ 320 M
- Urban Tier 2 Project List:
 - 31 Local & State Hwy Projects totaling \$1.592 B
- Rural Tier 2 Project List
 - 14 Local & State Hwy Projects totaling \$415 M

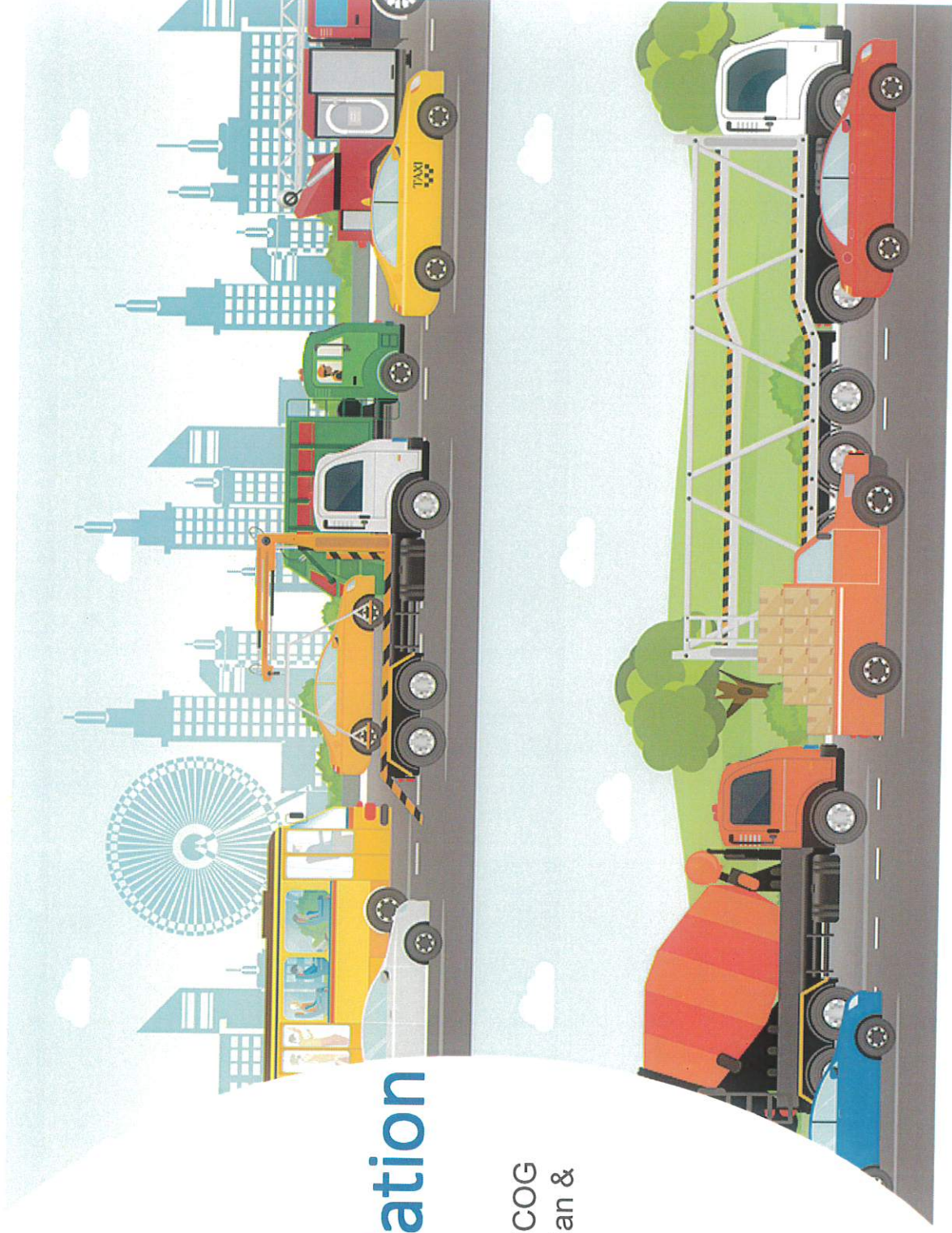
Proposed Plan

- Allow the entire county to fix potholes & repair streets, reaching an average Pavement Condition Index of 70, which is within the “Good” category
- Dedicate no less than 30% of the street repair funds to disadvantaged areas, and provide a minimum \$100,000 street repair allocation to each agency
- Provide over \$1 billion in Local Control funding so that each agency can best meet their transportation needs
- Provide over \$800 million to the three transit agencies; 180% of current transit allocations
- Meet 95% of the overall active transportation need
- Help address safety issues & congestion choke points
- Dedicate \$144 million for environmental enhancements



Recommendation

Council Approval of the FCOG
and FCTA Expenditure Plan &
Implementing Guidelines



2022

Measure C Renewal Expenditure Plan

Implementing Guidelines

FINAL

JULY 20, 2022



PREPARED BY

*Fresno Council
of Governments*

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IN ASSOCIATION WITH

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TBWBH Props & Measures
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INTRODUCTION AND PURPOSE

These Implementing Guidelines have been prepared to help guide implementation of the Measure C Renewal Expenditure Plan. The Renewal Expenditure Plan was prepared to specify how the slightly more than \$6.84 billion in transportation funds, generated through continuation of Fresno County's half-cent transportation sales tax over the next 30 years, will be allocated to the various transportation programs. Specifically, these Guidelines will ensure that promises made to Fresno County voters will be kept through a set of requirements specific to each Expenditure Plan Program.

Following approval of the Renewal Expenditure Plan and these Guidelines and beginning in 2027 and every two (2) years thereafter, the Measure C Renewal Strategic Implementation Plan (SIP) will be prepared. The SIP will further detail implementation requirements, provide more specifics regarding actual Measure C Renewal proceeds by program, amendments to these Guidelines, reporting, monitoring, claims and disbursement processes, and provide further clarity on project eligibility, performance indicators and measures. The Guidelines will aid the Fresno County Transportation Authority (FCTA or Authority), Fresno Council of Governments (Fresno COG), sixteen (16) local agencies, and other responsible agencies with information including the following:

- General purpose of each Measure C Renewal Program.
- Implementing agencies or those agencies responsible for implementing the Renewal Program and eligible to receive associated Measure C funding.
- Important definitions of related program requirements, methods, or other processes.
- The percentage of Measure C Renewal funding and the initial amount of funding allocated to each Renewal Program.
- Other requirements specific to each Renewal Program.
- The list of eligible projects for which Measure C Renewal funding can be claimed.

Guideline Amendments

Revisions or amendments to these Implementing Guidelines shall follow the same amendment process established for the Measure C Renewal Expenditure Plan under Administration, Expenditure Plan Amendments.

Program Management

If approved by the voters, this Measure C Renewal will require substantially more monitoring, analysis, and reporting than the current Measure. The Authority may seek the assistance of a program management firm and/or additional staff. The primary responsibility of enhanced program management would be to assist with the development and monitoring of performance measures as discussed in the Renewal Expenditure Plan and in these

Implementing Guidelines. Enhanced Program Management could also include managing projects contained within the Major Roads and Highways, Safety Improvement and Congestion Relief Program, and other responsibilities necessary for efficient and effective implementation of the various programs. Enhanced program management responsibilities are part of program and project delivery and separate from Program Administration.

Performance Indicators and Measurements

Once the Measure C Renewal Plan and Implementing Guidelines have been approved by Fresno COG and adopted by the Authority, staff will begin working with each of the local and other interested agencies and individuals to develop performance measures specific to each of the Renewal Programs. These Guidelines include identification of performance indicators for each Renewal Program. Subcommittees will be formed to further identify indicators and to develop performance measures for each of the Renewal Programs.

Collection of data will be key to measuring performance and evaluating trends. Transportation data will also be useful for agencies or groups involved in transportation research. In addition to the data collected for performance indicators and measures, there will be other data requirements that will be included in the SIP.

Reporting Requirements

- Agencies will submit to the Authority on an annual basis the list of completed projects that utilized Measure C Renewal Program funding for some or all of the project costs.
- Agencies that utilize some or all of the Local Control Program funds for services will identify how these funds were used as a part of their annual report to the Authority.
- Other required reporting and monitoring requirements will be included in the Renewal Strategic Implementation Plan (SIP).

Local Hiring Preference

Measure C funded projects provide direct and indirect economic benefits to the County through investments in infrastructure and related economic activities associated with construction projects. Measure C projects will provide good paying jobs to Fresno County businesses and residents. FCTA and Fresno COG, working in connection with the member agencies, will develop reasonable local hiring and contracting goals to help insure those benefits are maximized. These goals will be included in the Measure C Strategic Implementation Plan prior to July 1, 2027.

Measure C Renewal Expenditure Plan Programs

The following sections include details regarding each of the individual Renewal Programs. Each program has a different set of requirements and processes given the transportation needs and

goals each are to address over the next 30-years. Programs included in these Guidelines include the following:

LOCAL AND NEIGHBORHOOD STREET REPAIR AND MAINTENANCE PROGRAM

The Local and Neighborhood Street Repair and Maintenance program is intended to bring the road systems within the 15 incorporated cities and the rural unincorporated areas of Fresno County, including arterials, collectors, and neighborhood streets, to an average Pavement Condition Index (PCI) of 70, which is within the “Good” category as measured by engineers through a Pavement Management System (PMS), which is defined as a set of procedures for collecting, analyzing, maintaining, and reporting pavement data, to assist decision makers in finding optimum strategies for maintaining pavements in serviceable condition over a given period of time for the least cost.

LOCAL CONTROL PROGRAM

The 16 local agencies (cities and the county) in Fresno County will utilize these funds to address their highest priority unique transportation needs including improved safety, enhanced public transit services, additional local street and highway maintenance and other street and road improvements, pedestrian, trail, and bicycle facilities improvements, safe routes to school improvements, and other transportation services and programs.

URBAN AND RURAL PUBLIC TRANSIT PROGRAM

The Urban and Rural Public Transit Program will address public transit systems and services throughout the County including Fresno Area Express (FAX), Clovis Transit, and the Fresno County Rural Transit Agency (FCRTA).

SAFE BIKES AND PEDESTRIANS PROGRAM

Including Safe Routes to School & Access for People with Disabilities

This program will address improvements and safety enhancements for bicyclists and pedestrians, including students, seniors and people with disabilities, as well as other related improvements.

MAJOR ROADS AND HIGHWAYS, SAFETY IMPROVEMENT AND CONGESTION RELIEF PROGRAM

This program will address the funding and implementation of projects in the Urban (Clovis and Fresno Spheres of Influence) and Rural (remaining County and rural incorporated cities) areas. Such projects will be located along the State Highway System and along major corridors to enhance connections within the urban area and between the cities and rural communities throughout the County.

ENVIRONMENTAL SUSTAINABILITY PROGRAM

This Program includes clean transportation projects and programs, transit-oriented development and Opportunity Corridor projects, and other projects that will improve air quality, address climate change and improve health.

ADMINISTRATION PROGRAM

This program includes administration and planning activities of the Fresno County Transportation Authority (Authority) and the Fresno Council of Governments.

Specifics regarding the Citizen Oversight Committee are also included at the end of these Guidelines.

1

LOCAL & NEIGHBORHOOD STREET REPAIR & MAINTENANCE

Purpose

The Local and Neighborhood Street Repair and Maintenance Program (Local Street Repair Program) is intended to bring the road systems within the 15 incorporated cities and the rural unincorporated areas of Fresno County, including arterials, collectors, and neighborhood streets, to an average Pavement Condition Index (PCI) of 70, which is within the “Good” category. Repairing, rebuilding, and maintaining the road system will have long-term benefits for future generations of Fresno County residents. A road system in “Good” condition is very economical to maintain with a 2022 estimated cost of \$4.50 per square yard (SY) of pavement. Allowing our road system to remain in Fair or Poor condition has a much higher cost of \$22 to \$60 per SY.

The current countywide PCI is approximately 60 and raising it to a PCI of 70 will cost approximately \$3.2 billion over 20 years. If this goal is not accomplished within 20 years, the cost will escalate, primarily due to more roadways falling into disrepair.

In order to reach this average PCI goal, agencies must also perform preventative maintenance to prevent roads in “Good” condition from degrading into “Fair” or “Poor” condition. The \$3.2 billion cost includes funding for preventative maintenance treatments for roads currently in good condition, as well as funds for rebuilding failing roads.

Eligible Agencies

Eligibility is limited to the 15 incorporated cities and Fresno County. Distribution of these funds is based on a formula of 78% population and 22% road miles. Fresno COG will be eligible for the cost associated with performing the triennial Pavement Management System surveys and reports.

Program Implementation

Each agency must determine how to manage their road systems using a combination of road repair and preventative maintenance strategies. In order to assist with that effort, a triennial countywide pavement condition survey (PCS) will be conducted, with the results furnished to each agency. Funding for these surveys will come from this Local Street Repair Program. The agencies will then be required to develop an annual Capital Improvement Program that addresses their pavement repair and maintenance

strategies (updated triennially in conjunction with the pavement survey). These 5-year Capital Improvement Programs will be submitted to FCTA as they are updated. Development and implementation of the pavement repair strategies is an eligible expense within this Local Street Repair Program.

The FCTA Board will use these plans and the triennial pavement survey to evaluate progress towards the 70 PCI goal.

Independent financial audits of the Local Street Repair Program will be performed annually to verify that funds were expended consistent with these Program requirements. Agencies found to be out of compliance may be subject to withholding of Program funds until appropriate reimbursements are made.

Every 3 years there will be a compliance evaluation where jurisdictions must show how they have spent their Local Street Repair Program funds, however, agencies are allowed accumulate funds for up to 6-years if needed for match purposes or for a large project.

If an agency is not in compliance with the 6-year requirement, the Authority may withhold funds until the jurisdiction is compliant. Repeated non-compliance may be subject to reallocation of funds as determined by the Authority Board.

Performance Indicators

Performance indicators include, but are not limited to the following:

- Pavement Condition Index (PCI).
- Funds expended consistent with Local Street Repair Program requirements.
- Percentage of funds expended in disadvantaged areas.
- Amount of funds bonded and advanced.
- Lane miles paved by classification (arterial, collector, neighborhood street).
- Timely use of funds.
- Matching funds obtained.

Definitions

Funding within the Local Street Repair Program must be utilized exclusively for street maintenance, repair, or rehabilitation as defined by Assembly Bill (AB) 2928 language for local agency allocations under Proposition 42:

- Funds allocated to a city, county..... shall be used only for street and highway maintenance, rehabilitation, reconstruction, and storm damage repair. For purposes of this section, the following terms have the following meanings:
 - "Maintenance" means either or both of the following:
 - Patching.
 - Overlay and sealing.

"Reconstruction" includes any overlay, sealing, or widening of the roadway, if the widening is necessary to bring the roadway width to the desirable minimum width consistent with the geometric design criteria of the department for 3-R (reconstruction, resurfacing, and rehabilitation) projects that are not on a freeway but does not include widening for the purpose of increasing the traffic capacity of a street or highway.

"Storm damage repair" is repair or reconstruction of local streets and highways and related drainage improvements that have been damaged due to winter storms and flooding, and reconstruction of drainage improvements to mitigate future roadway flooding and damage problems, in those jurisdictions that have been declared disaster areas by the President of the United States.

These Local Street Repair Program funds are limited to repairs and maintenance on the existing roadway and shoulder structural section. Repairs to adjacent curb and gutter can be included where necessary to maintain proper street drainage. Installation of new sidewalks, bike lanes, or curbs and gutters are not eligible under this Program. Repairs to existing public sidewalks may be included within adjacent street repairs provided such repairs are necessary to address ADA path of travel or pedestrian safety issues associated with tree-damaged sidewalks. Said sidewalk repairs cannot exceed 20% of the over cost of the street repair project. Installation of new sidewalks, bike lanes, or curbs and gutters are not eligible under this Program. However, other funding

sources including non-Measure C funding or Measure C funding from the Local Control Program can be combined with these Local Street Repair Program funds in order to address the entire roadway prism under one project. It is highly recommended that this "combined funding" approach be utilized whenever feasible in order to provide the best overall complete street system for neighborhoods and to reduce overall costs though combining work under a single contract.

Roadway restriping in order to repurpose existing travel lanes for bicycle facilities as a part of a pavement repair project is allowable as long as it does not increase the overall paved width.

Funding Allocation

The Local Streets Repair Program consists of 51% of Measure C Renewal Expenditure Plan revenues estimated to be \$3.5 billion over the 30-year Measure. This slightly exceeds the projected pavement repair need of \$3.2 billion by \$300 million; however, the \$3.2 billion cost was based on reaching a PCI of 70 within 20 years, while the \$3.5 billion in revenue will occur over 30 years. The Authority Board will consider bonding of future revenues to accelerate this effort; and will encourage local agencies to consider bonding or borrowing options in order to advance this work. The \$3.5 billion is intended to reflect potential bonding costs, as well as the fact it may take longer than 20 years to reach the 70 PCI target.

FUNDING ALLOCATION PROCESS

A minimum base of \$100,000 per year shall be allocated to each agency, and then the annual 78% population / 22% road mile formula would be applied to determine the total funding allocation by local agency under this Program.

Other Requirements

Every agency that receives Local Street Repair Program funding must allocate no less than 30% of their allocation, as determined on a 5-year rolling average, on areas within their jurisdiction that are disadvantaged using the highest 25% census tracts based on CalEnviro Screen 4.0 and areas with a median income of less than 80% of the statewide median. Restriction remains in effect until the Agency's average PCI for the Disadvantaged Areas reaches 65. Once the average PCI of 65 is met, that 30% restriction is suspended, as long as those areas do not fall below a PCI of 65 in subsequent years. Agencies must still continue to invest in those areas in order to raise the overall PCI to 70.

When the average PCI of the streets or roads within a jurisdiction either exceeds 80, or the lowest PCI on any street within the jurisdiction is 70 or higher, Local Street Repair Program funds in excess of what is needed to maintain street conditions above a PCI of 70 may be utilized as Local Control Program funds.

Eligible Projects/Programs

- Street and road maintenance for publicly owned facilities (pavement and pothole repair, drainage improvements, other related improvements) including:
 - Planning and environmental analysis.
 - Conceptual and preliminary engineering.
 - Design engineering (PS&E).
 - Right-of-way acquisition, support and relocation.
 - Utilities relocation.
 - Construction (rehabilitation, maintenance and/or reconstruction) of streets and roads, unpaved roads, and alleys.
 - Inspection of construction engineering.
 - Direct staff time (salary and benefits).
 - Consultants selected consistent with a local agency selection process.
 - Construction contractors selected consistent with a local agency selection process.
 - Labor, materials, and equipment for day labor.
 - Public engagement and education programs.
 - Applications of new technologies.
- Privately owned streets and roads are not eligible for funding under this Program.

LOCAL CONTROL

Introduction/Purpose

The intent of the Local Control Program is to recognize:

- Not every community in Fresno County has the same transportation needs.
- Transportation needs can change over time.
- Local match funding is consistently a requirement for transportation funding grant programs; and the larger the match the more competitive grant applications typically are.
- A 30-year Measure cannot predict all of the transportation needs within a community over that 30-year period; agencies need flexibility to adapt to changing needs.

This Local Control Program is intended to give the 16 local agencies in Fresno County flexibility to respond to each of these situations and more. It is intended to allow each agency to determine how to most effectively spend these transportation dollars. These funds can be used for projects or services that do not fit well within the other Measure C Programs, or they can be used to supplement those Programs if the need is greater than the funds those Programs provide.

Implementing Agencies

Local Control Program proceeds will be allocated to each of the 15 incorporated cities and Fresno County.

Program Disbursement Process/Requirements

FUNDING ALLOCATION PROCESS

Allocations made by the Authority to the local agencies will be based on the approved annual estimate of 100% population.

INCLUSION OF PROJECTS IN APPROVED BUDGET OR RELATED PROGRAM

Local Control Program transportation projects or programs shall be included in a local agency five-year Capital Improvement Program (CIP) or annual budget, or by a resolution approving an eligible project or list of projects and/or programs at a public hearing of each local agency. Said plans will be furnished annually to the Authority.

Performance Indicators

Performance indicators include but are not limited to the following:

- Number of bottlenecks eliminated.
- Additional lane miles.
- Signals and other stop control devices or signage installed.
- Safety improvements including vehicles, bikes, and pedestrians.
- Miles of sidewalks built or repaired.

- Miles of street lighting installed.
- Number of bridges repaired or upgraded.
- Miles of alleys repaired or paved.
- Intelligent Transportation Systems (ITS) elements or projects installed.
- Miles of high speed internet underground conduit installed.
- Timely use of funds.
- Matching funds obtained.

Local Control Program funds utilized for projects or services contained within one of the other Measure C Renewal Programs will also follow the same monitoring, reporting, and performance criteria established through these Implementing Guidelines for those Renewal Programs.

Eligible Projects/Programs

Local Control Program funding can be used on a wide variety of transportation projects and services including:

- Pedestrian, trails, and/or bicycle facilities
 - Bicycle, trail, and/or pedestrian projects (new facilities or the maintenance of existing facilities)
- Public transit improvements or services
 - On-demand service/microtransit.
 - Americans with Disabilities Act (ADA), seniors, and/or paratransit improvements and services.
 - Bus stop facilities.
- Airports and/or aviation improvements:
 - Rehabilitate taxiways and hold pads.
 - Rehabilitate and extend runways.
 - Install lighting improvements.
 - Rehabilitate aprons.
 - Acquire land for approaches.
 - Noise mitigation programs.
- Opportunity Corridors
- Transit Oriented Development (TOD).
- Electric vehicle (EV) fleet conversion and/or infrastructure.
- Underground infrastructure to accommodate internet connectivity.
- Vanpool programs.
- Rideshare programs.
- Litter abatement along streets, roads or highways.
- Street maintenance, rehabilitation and/or expansion
 - Eliminating bottlenecks in existing streets caused by inconsistent growth patterns.
 - Additional lanes in street and road projects.
 - Rehabilitation, maintenance and/or reconstruction projects.
 - Signals and other stop control devices or signage.
 - Safety improvements; vehicles, bikes, and pedestrians.
 - Medians.

- Street trees and street landscaping.
- Sidewalks and sidewalk repairs.
- Street lighting.
- Bridges (car and pedestrian).
- Alleys (new and maintenance and repair of existing alleys).
- Street striping including centerlines, fog lines, crosswalks, and bike lanes.
- Intelligent Transportation Systems (ITS) elements or projects.
- ADA Compliance
 - Curb cuts, ramps, and striping to remove barriers.
 - Other improvements necessary to meet transportation ADA standards and requirements.
 - Other special transportation services.
- Supplement Major Roads and Highways, Safety Improvement and Congestion Relief Program projects.
- Grade separations.
- Environmental Sustainability projects or programs.
- Other transportation-related improvements and/or projects (street sweepers, detour equipment, etc.).

Full eligibility will be included in the Authority's Strategic Implementation Plan (SIP) as described in the Renewal Expenditure Plan.

Timely Use of Funds

Every three (3) years there will be a compliance test where jurisdictions must show they have spent their Local Street Repair Program funds, however, agencies are allowed accumulate funds for up to 6-years if needed for match purposes or for a large project.

If an agency is not in compliance with the 6-year requirement, the Authority may withhold funds until the jurisdiction is compliant.

Other Requirements

Streets or roads constructed or reconstructed under this Local Control Program shall follow the requirements delineated in the Safe Bike and Pedestrian Program section of these Guidelines titled "Requirements Applying to All Facilities Utilizing Any Measure C Program Funds."

Reporting Requirements

Agencies will include all planned projects within their jurisdiction that intend to use Local Control Program funding in their 5-year Capital Outlay Plan, as described within the Local and Neighborhood Streets and Road Repair Program. This Plan will be submitted to the Authority on an annual basis.

URBAN AND RURAL PUBLIC TRANSIT

Overview/Purpose

The Urban and Rural Public Transit Program is intended to provide funding for public transit programs that will encourage people to minimize single occupancy vehicle trips, provide enhanced mobility options for seniors, people with disabilities, and other transit dependent individuals, and improve air quality.

Improvements to the existing and planned transit services has gained prominence around the State and within Fresno County. There are significant opportunities to fund public transit improvements using State and federal funds. The Measure C allocation to this Program will provide additional opportunities for the local agencies to leverage State and federal funding.

Approximately twelve percent (12%) of Measure C Renewal funding is provided to fund improvements to the existing and planned public transit systems and facilities in the urban and rural areas of the County.

Implementing Agencies

Urban and Rural Public Transit proceeds will be allocated to each of the following agencies:

- Clovis Transit
- Fresno Area Express (FAX)
- Fresno County Rural Transit Agency (FCRTA)

Each of the three transit providers will receive an annual allocation of Measure C Renewal funding for the improvement of public transit services. Fresno COG will receive periodic funding to update the Regional Long Range Transit Plan.

FAX and Clovis Transit are the urban transit operators in Fresno County, while FCRTA provides transit services within the thirteen (13) rural incorporated cities located outside the Fresno-Clovis metropolitan area (FCMA), as well as inter-city transit service, which focuses on providing transit trips from the small, incorporated cities and the unincorporated communities within Fresno County to the FCMA.

Measure C Program Disbursement Process/ Requirements

FUNDING ALLOCATION PROCESS

Allocation made by the Authority to the transit agencies will be:

Agency	Allocation
Clovis Transit	10%
FAX	70%
FCRTA	20%

Allocations made to Fresno COG to update the Regional Long Range Transit Plan will be reimbursed to the agency considering actual costs of staff or consultant time and expenses.

INCLUSION OF PROJECTS IN APPROVED BUDGET OR RELATED PROGRAM

Public transit projects shall be included in a local agency Capital Improvement Program (CIP) or Annual Budget, or by a Resolution approving an eligible project or list of projects and/or programs at a public hearing of each local agency.

Eligible Projects/Programs

The following projects are eligible for Urban and Rural Public Transit Program funding:

- Improve urban and rural fixed-route transit services including operations
 - Bus rapid transit routes/systems.
 - Existing transit service and safety improvements.
 - Automated fare box systems.
 - Fleet conversion to evolving clean propulsion technologies.
 - American with Disability Act (ADA)/ Seniors 65 Years of Age and Older/People with Disabilities transit fare subsidy.
 - Bus stop amenities.
 - Improved service reliability and predictability.
 - Improved urban & rural on-demand transit services (Dial-a-ride, etc.).
- New/Innovative Public Transit Services/ Systems including operations
 - Cost effective solutions to improving mobility in un-served or underserved areas.
 - Uber/Lyft Services.
 - On-demand ADA rides and transit expansion.
 - Driverless shuttles.
 - First/Last-mile connections.
 - Micro Transit—flexible routing and scheduling.
 - Shared “rides” such as Green Raiteros, Van Vien.
 - Shared “vehicles”—such as vehicle rentals, Mio Car.
 - Expanded Senior Scrip program to include seniors 65 years and older and people with disabilities.

- Micro mobility hubs (designed to provide and identify a range of connected travel choices).

Other Requirements

- Clovis Transit, FAX, FCRTA
 - Reduced Public Transit Fare Program for Seniors 65 Years of Age and Older, Students, Veterans, and People with Disabilities.
 - Taxi Scrip Program for Seniors 65 Years of Age and Older.

Performance Indicators

To ensure that Measure C funds are allocated to effective programs that provide measurable results in reducing single occupant auto use, eligible projects, programs, and services will be evaluated in accordance the performance indicators and measures process noted below.

- Matching funds obtained.

Urban and Rural Public Transit Operators are required by California state law to undergo transit performance audits every three (3) years. In general, there are six (6) transit performance indicators that are used to determine how effectively and efficiently a transit operator is operating from a fiscal perspective. Those six (6) performances indicators, are:

- Operating cost.
- Vehicle service miles.
- Fare revenues.
- Number of passengers.
- Vehicle service hours.
- Number of employees.

There are also nine (9) transit performance measures, which are derived from these indicators:

- Operating cost per passenger.
- Operating cost per vehicle service hour.
- Operating cost per vehicle service mile.
- Passengers per vehicle service hour.
- Passengers per vehicle service mile.
- Farebox ratio.
- Vehicle service hours per employee.
- Vehicle service mile per vehicle service hours.
- Fare per passenger.

The results of these transit performance measures vary significantly between the urban and rural transit operators as their service areas and customer base are unique. As a result, it will be necessary to develop detailed transit performance measures within the Strategic Implementation Plan (SIP) that will serve as a companion implementation document to the Measure C Renewal Expenditure Plan and to these Guidelines. To ensure development of quality performance measures for public transit, it is envisioned that a Measure C Transit Subcommittee consisting of staff from the urban and rural transit agencies along with FCTA, Fresno COG and member agency staff will be formed to assist with the development of performance measures. These and/or other indicators, criteria or objectives will be taken into consideration to develop performance measures when evaluating the Urban and Rural Public Transit Program.

SAFE BIKES AND PEDESTRIANS

Including Safe Routes to School & Access for People with Disabilities

Overview/Purpose

The purpose of the Safe Bike and Pedestrian Program (hereinafter referred to as “Active Transportation Program”) is to provide additional funding for bike, pedestrian and trail facilities and services, and safe routes to schools that will increase safety, reduce automobile trips and vehicle miles traveled (VMT), thereby improving air quality, reducing greenhouse gas (GHG) emissions, and improving health. Improvements to the existing and planned pedestrian, trail, and bicycle systems have gained prominence around the State and within Fresno County. There are significant opportunities for funding these types of projects using State and federal funds. The Measure C Renewal allocation to this Program will provide additional opportunities for the local agencies to leverage State and federal funding.

Approximately 1% of Measure C Renewal funding is provided to fund improvements to the existing and planned bike, pedestrian and trail systems.

Implementing Agencies

Active Transportation Program proceeds will be allocated to each of the agencies listed below. Each of the cities and the County of Fresno will receive an annual allocation of Measure C Renewal funding for the improvement of bike and pedestrian projects and systems. Fresno COG will prepare the Regional Active Transportation Plan (ATP) and FCTA will develop and apply performance indicators and measures.

- 15 Cities.
- County of Fresno.

Fresno COG will receive periodic funding to update the Regional Active Transportation Plan.

Disbursement Process/ Requirements

FUNDING ALLOCATION PROCESS

Allocations made by the Authority to the local agencies will be based on the approved annual estimate of 75% population and 25% road miles.

INCLUSION OF PROJECTS IN APPROVED BUDGET OR RELATED PROGRAM

Active Transportation Program projects shall be included in a local agency Five-year Capital Improvement Program (CIP) or Annual Expenditure Plan (AEP), or an annual budget, or by a resolution approving an eligible project or list of projects and/or programs at a public hearing of each local agency.

Master Plan Requirements

By January 1, 2030, all jurisdictions within Fresno County will have updated their Active Transportation Plan for trail, bicycle and pedestrian facilities that promotes connectivity and complete streets within all of Fresno County and its urban areas. Measure C Renewal funds may be used for the following activities:

- Development or update of a local agency's Active Transportation Plan.
- Development or update of the Fresno Regional Active Transportation Plan.

The Active Transportation Plan or Fresno Regional Active Transportation Plan will be the guiding documents for upgrade and/or installation of such facilities.

If any jurisdiction fails to meet this goal, the allocated funds for the Active Transportation Program facilities shall be withheld by the Authority until such time as a jurisdiction is in compliance.

Exemptions

Local agencies with less than 25,000 population are exempt from the allocated funds for the Active Transportation Program. Such funds would transfer to the Local Control Program.

Allowed Accumulation of Earmark Funds Over Five (5) Years

Every five (5) years [six (6) times in 30 years] there will be a compliance audit where jurisdictions must certify to the Authority that they have spent their allocated funds; however, funds are allowed to accumulate up to a six (6) year period (if needed) for match purposes or for a large project--then the spending goals must be met thereafter. Unused funds may revert to the Authority for redistribution to other jurisdictions.

Eligible Projects/Programs

The following transportation projects are eligible for Active Transportation Program funding:

- Active Transportation Plans and Studies (Local agency staff or consultant services).
- Regional Active Transportation Plan (FCTA/FCOG staff or consultant services).
- Bikeway, trails, and/or path projects.
- Pedestrian facilities (sidewalks, other).
- Safe Routes to Schools.
- Safety projects.
- Protected facilities.
- Traffic control devices.
- Street or trail lighting.
- Signage.
- Shoulder Improvements.
- Curb ramps, accessible pedestrian signals (APS), other related improvements.

- Public engagement and public education programs.
- New technology applications.
- Development and application of performance measures or criteria by the Authority and Fresno COG.
- Trail maintenance as further defined in this section.
- Eligible investments would include all recognized project phases including:
 - Planning and environmental analysis.
 - Conceptual and preliminary engineering.
 - Design engineering (PS&E).
 - Right-of-way acquisition, support and relocation.
 - Utilities relocation.
 - Inspection of construction engineering.
 - Direct staff time (salary and benefits).
 - Consultants selected consistent with a local agency selection process.
 - Construction contractors selected consistent with a local agency selection process.
 - Labor, materials, and equipment for day labor.
- Other Requirements:
 - Compliance check.
 - Fund accumulation and non-compliance requirements.
 - Claims process/disbursements.

- Monitoring/reporting requirements.
- Audit process.

Allocations for Active Transportation Facilities

Measure C Renewal funds may be used for new construction, improvements to and maintenance of Active Transportation Program facilities, and for Active Transportation Plan updates.

Class I, II, III, and IV Definitions and Eligibility Requirements

The following definitions apply:

- Refer to Caltrans Highway Design Manual (HDM) Chapter 1000 for definitions of the various types of facilities. Class I facilities are not limited to bicycle use but are also available for pedestrians. Within these Renewal Implementing Guidelines and in the Renewal Expenditure Plan, they will be referred to as Class I facilities, or bicycle or shared use paths.
- Rural trails are not required to be Class I facilities. Rural trails will generally be located in areas outside of the incorporated cities. Rural trails will typically be recreational in nature.

- Design guidance for rural trails is not well defined in the HDM. These types of facilities should follow design and construction guidance as contained in the 2015 California State Parks Accessibility Guidelines, or similar guidance documents. The link is provided below.

<https://www.parks.ca.gov/pages/21944/files/2015%20california%20state%20parks%20accessibility%20guidelines.pdf>

- Class I bicycle paths and shared use paths built with Measure C Renewal funds shall, at a minimum, be designed in accordance with the design criteria for bicycle paths as set forth in the California Highway Design Manual (HDM), Chapter 1000, Bikeway Planning and Design. Within the Fresno Clovis Metropolitan Area, Class I facilities built with Measure C funds shall be twelve (12) feet minimum in width where physically feasible.
- Within the Fresno Clovis Metropolitan Area, Class I facilities built with Measure C Renewal funds shall be built so that at-grade crossings are limited to one (1) every one-half (1/2) mile at signalized intersections for new developments provided that this does not violate property owner rights.
- Class I facilities built within existing neighborhoods shall be built so that mid-street crossings on collectors, arterials, super-arterials or expressways should be either (a) controlled by an at-grade pedestrian waiting mechanism, signalized

or otherwise flashing crossing or alternative warning devices, or (b) built with a grade separated crossing when these are warranted due to pedestrian or bicycle safety risks.

- Up to 20% of the jurisdiction's Active Transportation Program allocation may be allocated to the maintenance of Class I facilities.
- Jurisdictions shall certify to the Authority that these guidelines have been met in the utilization of Measure C Renewal funds.
- Class 2 bikeways (bike lanes) and Class 3 bikeways (bike routes) will be designed and installed in accordance with the California Highway Design Manual (HDM), Chapter 1000, Bikeway Planning and Design, and the California Manual on Uniform Traffic Control Devices (CA MUTCD).
- Class 4 bikeways (separated bikeways/cycletracks) will be designed and installed in accordance with Caltrans Design Information Bulletin 89.
- Any new or modified types of facilities are eligible for Active Transportation Program funding provided they are included in any future revision of the Caltrans HDM or related design guidance.

Requirements Applying to All Facilities Utilizing Any Measure C Program Funds

All streets and roads constructed or improved in whole or in part with Measure C Renewal funds shall include “Complete Street” features. A complete street is defined as a transportation facility that is planned, designed, constructed, operated, and maintained to provide comfortable and convenient mobility, and improve accessibility and connectivity to essential community destinations for all users, regardless of whether they are travelling as pedestrians, bicyclists, public transportation riders, or drivers. Streets and roads that utilize the Local Street Repair Program funds for maintenance and repair of streets are encouraged to include complete street elements that do not require additional pavement width.

- New Pedestrian Facilities

- Every highway, expressway, super-arterial, arterial or collector (exempting freeways) within the urbanized areas throughout the County that is constructed or reconstructed in whole or in part with Measure C Renewal funds shall include sidewalks, paths, walkways, or equivalent facilities on both sides of the street, road, or highway for use by pedestrians. Reconstruction projects accomplished exclusively through the Local and Neighborhood Street Repair and Maintenance Program are exempt from this requirement but are encouraged to utilize other funding sources to provide these pedestrian facilities where none currently exist.

- Facilities built and maintained by the State of California and projects, which are either for routine maintenance or traffic safety purposes, are exempt from this requirement; however, Caltrans should be encouraged to implement these features where feasible and consistent with Caltrans regulations.
- Expressways constructed in an urban area can meet this requirement by including a sidewalk, paths, walkways or equivalent facility on one side of the roadway.
- New Bicycle Facilities
 - Every highway, expressway, super-arterial, arterial or collector within the County constructed in whole or in part with Measure C Renewal funds shall include accommodations for bicycle travel by a striped shoulder with a minimum width of four feet (4'). This 4' shoulder may be provided as a bike lane or a cycletrack. If an existing highway, expressway, super-arterial or collector is reconstructed and said reconstruction includes pavement widening, that project will also be subject to this requirement. Reconstruction projects accomplished exclusively through the Local and Neighborhood Street Repair and Maintenance Program are exempt from this requirement but are encouraged to utilize other funding sources to provide these bicycle facilities where none currently exist.

- Likewise, all such roadways within the County receiving pavement reconstruction (without pavement widening), rehabilitation or an overlay, slurry seal, chip seal, or seal coat funded in whole or in part with Measure C Renewal funds shall include accommodations for bicycle travel by a striped shoulder with a minimum width of four feet (4') unless there is insufficient pavement width. This 4' shoulder may be provided as a bike lane or a cycletrack.
- On a multilane roadway, conversion of travel lanes to bicycle facilities is eligible and recommended provided the responsible agency has made a determination that excess roadway capacity exists and that the bicycle facilities are allowable.

Maintained Pedestrian or Bicycle Facilities

Any maintenance to a street, road, or highway funded in whole or in part by Measure C Renewal funds shall, at a minimum, maintain the existing level of pedestrian and bicycle access, facilities and safety features along and across the street, road, or highway.

Exceptions to the Requirements

The above requirements shall not apply if the constructing agency, after a properly noticed public hearing, determines that one (1) or more of the exceptions listed below exists.

The public hearing notice shall include a

statement clearly declaring that the purpose of the hearing is to review bicycle and pedestrian facility exception(s) for a proposed project using Measure C Renewal funds and identifying the specific exceptions. The exceptions are:

- The provision of pedestrian and/or bicycle access is contrary to public safety.
- An alternative route already exists, or will be built as part of a project, which is equal or better in terms of safety, distance and travel time.
- The cost of the facilities would be disproportionate (exceeding 20% of the cost of the overall project).
- Sparse population or other measurable factors indicate an absence of need.
- Significant adverse environmental effects would result from the inclusion of the facilities in the project.
- Opposition by two-thirds (2/3) or more of the property owners whose property lies directly adjacent to the facilities.

“Constructed” is defined as the construction of a new roadway or portion of a roadway that did not previously exist including projects to increase the capacity of an existing street or road.

For the purposes of this section, “Reconstructed” is defined as the existing full improvement of an existing roadway, but which does not include additional lane capacity. Reconstruction may or may not include shoulder widening.

For the purposes of this section “Urban Areas” is defined as the Fresno Clovis Metropolitan Area and the incorporated cities of Fresno County.

Flexibility if Needs Are Met

In 2032, 2037, 2042, 2047, and 2052 the Authority will review the status of all jurisdictions’ Active Transportation Plans.

If the Authority determines at a public hearing that a jurisdiction’s Active Transportation Plan is less than five (5) years old when last adopted, and the Active Transportation Plan has been completed at each of these five-year marks, the allocation requirements are suspended until the next evaluation and funding will revert to the overall Local Control Program of the local jurisdiction.

Bicycle and Pedestrian Facilities Maintenance

“On-going Maintenance” is defined as including:

- Tree and shrub trimming, tree stake retying, replacement, or removal.
- Fertilizing and weed control chemicals and their application.
- Weed removal.
- Potholes, breaks in the asphalt surface, or tree root uplifting.
- Irrigation system repair and upkeep (repair breaks, missing heads).
- Repair or reset timers.
- Replace or repair stolen or damaged wires.
- Litter removal.

- Replace burned out light bulbs.

“On-going Maintenance” does not include:

- Resurfacing of asphalt except to do spot repairs from things such as a broken water line.
- Restriping any median lines.
- Installing or replacing signing.
- Paying for the cost of water or electricity.
- Maintenance at adjacent trail heads or parks.

Performance Indicators

Performance indicators include but are not limited to the following:

- Miles of missing “path of travel” completed.
- Miles of Safe Routes to Schools completed.
- Miles of new bike Lanes, paths, or trails.
- Miles of trail or bike lanes maintained.
- Miles of new bike lanes included on new road projects.
- Timely use of funds.
- Cost per mile.
- Matching funds obtained.

MAJOR ROADS & HIGHWAYS, SAFETY IMPROVEMENT & CONGESTION RELIEF

Purpose

The Major Roads and Highways, Safety Improvements and Congestion Relief Program identifies priority regional street, road and highway improvement projects to be implemented over the life of the Measure C Renewal Program. These projects will be funded with Measure C Renewal and/or other transportation funding. Projects within this program are considered to be of regional significance.

Eligible Agencies

Eligible agencies for this program include the 15 incorporated cities, Fresno County, the Fresno Council of Governments (Fresno COG, the Fresno County Transportation Authority (FCTA or the Authority), and Caltrans.

Program Implementation

Implementing Agencies will be designated for each of the regional projects included on the Tier 1 Urban or Rural Project List prior to beginning project development activities. The Implementing Agency will generally be the

owner of the facility; however, it may also be the sponsoring agency for a project that is not a part of their system. The Authority may also choose to be the Implementing Agency for a project on facilities owned by others. The owner of the facility must agree to another agency assuming the role of Implementing Agency.

Definitions

Projects within this Program are generally on the State Highway System, as those facilities are regional by nature; however, projects can also include those on major local arterials that serve more than one city or area of the county. Fresno Yosemite International (FYI) Airport is also included as a regional facility, as it facilitates passenger and freight travel from throughout Fresno County to state, national, and international destinations.

Eligible Project Lists

The Renewal Expenditure Plan contains Tier 1 and Tier 2 Project Lists for both urban and rural areas of the County. The Tier 1 projects are part of the initial 15 years of the Measure C Renewal Program, while the Tier 2 lists are projects potentially eligible for funding in the second 15 years of the Measure C Renewal Program. Tier 1 Urban and Rural Project Lists are both slightly over committed. The Tier 1 and Tier 2 lists are included as Tables 4 through 7 in the Renewal Expenditure Plan. Over committing of Tier 1, not to exceed 25% of the overall funding target, is included in the list of Tier 1 projects. All Tier 1 projects are high

priority, and any uncompleted projects would very likely become high priority for the second 15 years of Measure C Renewal funding. Over committing allows the advancement of critical projects through the project delivery process so that they are ready for funding as it becomes available. Over commitment also allows agencies to take advantage of future potential funding opportunities that cannot be anticipated or quantified at this time.

The Renewal Expenditure Plan contains \$35 million for improvements at FYI Airport, with \$14 million of this funding being available in the first 15 years and with the remainder in the second 15-year period. The City of Fresno will determine the priority projects for this reserve funding. If requested by the City of Fresno, the FCTA Board may consider advancing airport revenues from the second half on the measure into the first 15 years.

Flexibility and Plan Modifications

Fresno COG and FCTA will conduct biennial Major Roads and Highways, Safety Improvements and Congestion Relief Program reviews and updates, the purpose of which will be to ascertain project delivery status, as well as validity of funding availability. Adjustments to delivery schedules and funding contributions may be necessary as a part of these updates.

No later than June 30, 2027, Fresno COG and FCTA will identify projects from the Tier 1 lists for the first seven (7) years of the Measure C

Renewal Program. These projects will be selected based on relative priority, deliverability, and cash flow. No later than June 30, 2034, Fresno COG and FCTA will identify projects from the Tier 1 lists for years eight through fifteen (8-15) of the Measure C Renewal Program; again, based on relative priorities, deliverability, and cash flow.

Beginning no later than 2041, Fresno COG and FCTA will develop and conduct a comprehensive public engagement process to help guide the effort to establish the list of projects to be funded during the second half of the Measure Renewal. No later than June 30, 2042, Fresno COG and FCTA will adopt a list of urban and rural projects to be funded during the second half of the Measure Renewal.

The FCTA Board may consider bonding of future revenues if project needs, and deliverability exceed cash flow.

Regional Transportation Mitigation Fee Program (RTMF)

The Measure C Renewal Expenditure Plan sets forth requirements related to implementation of the Regional Transportation Mitigation Fee (RTMF) Program. The Measure C ballot in 2006 included requirements for local Fresno County cities and the county (local agencies) to implement Regional Transportation Mitigation Fees pursuant to California Government Code Sections 66000, et seq. and remit the proceeds to the FCTA to supplement construction of projects in the Regional Transportation program.

The ballot also included enforcement mechanisms to ensure all Fresno County local agencies participated in the program. In response to those requirements, and to implement a consistent regional fee, the local agencies formed a Joint Powers Agency (JPA), Fresno County Regional Transportation Mitigation Fee Agency (FCRTMFA), pursuant to California Government Code Sections 6500, et seq.

This Measure Renewal provides for the continuation of the RTMF program established by the 2006 Measure, including all local agency enforcement mechanisms, the perpetuation of the Fresno County RTMF Agency through the life of the Measure and all adopted policies and agreements currently in effect pertaining to the mitigation fee program. The Measure also recognizes that mitigation fees are governed by State law, which changes from time to time, and stipulates implementation of the program shall remain in compliance with California law. California statute currently requires a major update to the NEXUS in 2028, which will revisit how the fee has been spent on current projects, consideration of future projects, adjustments to rates, and all other legal program requirements.

The RTMF Program requires that new growth and development within the county and each of the cities contribute to regional street and highway project costs. The RTMF Program ensures that growth and development pay for their fair share of impacts to the county's transportation facilities. The RTMF Program can only be used to mitigate transportation impacts related to growth; it cannot be used to address existing deficiencies.

The Authority, consistent with the adopted and updated Measure C Expenditure Plan, shall have the authority and flexibility to allocate the RTMF based upon regional priority need within the county as defined by the biannual update of the Major Roads & Highways, Safety Improvement and Congestion Relief Program consistent with State law governing impact mitigation fees.

No later than June 30, 2027, all Measure C agencies must extend the RTMF JPA established as a part of the second Measure C, consistent with Section 7 of the JPA Agreement. If any city or Fresno County should choose to not implement the RTMF, that agency shall forfeit annually from the Local Control Program, an amount equal to the amount of RTMF that would otherwise have been paid for development projects within that jurisdiction during the year. If an agency chooses to not implement the RTMF, that agency shall notify the Authority of such decision and shall file an advisory report with the Authority for each development indicating the amount of RTMF that would have been paid. The Authority shall make a total calculation of RTMF obligation on an annual basis and deduct the appropriate amount of funds for the RTMF from the Local Control Program allocation for that agency.

Funding Allocations

Each Implementing Agency will request project funding from the Authority, which will be provided through a Cooperative Funding Agreement. These agreements will allocate funding for the initial project phase(s).

As the project progresses and additional funding is necessary to proceed to subsequent phases, the agreement will be amended to reflect the additional costs. All funding agreements reimburse Implementing Agencies for funds expended. The agreements do not provide agencies with advanced funding.

Other Requirements

Implementing Agencies will be required to report project progress on an on-going basis to the Authority. Projects requiring cost increases not associated with subsequent project phases must be thoroughly justified by the Implementing Agency. A funding agreement amendment must be approved prior to expending funds beyond the approved project budget.

Implementing Agencies will furnish, install and maintain project funding signage recognizing the Measure C Renewal funding contribution. Details of said signage will be contained in the SIP.

All major roads and highways constructed, improved, or reconstructed under this Program shall follow the requirements delineated in the Safe Bike and Pedestrian Program section of these Guidelines titled “Requirements Applying to All Facilities Utilizing Any Measure C Program Funds.”

Performance Indicators and Measures

Performance indicators and measures may include but are not limited to the following:

Indicator	Performance Measure
Reduce vehicle miles traveled (VMT)/capita.	Transit trips, average vehicle occupancy on project, change in jobs + dwelling units, change in land use diversity, and neighborhood services accessibility.
Reduce congested VMT/capita	Congestion severity, travel time reliability, growth in project corridor
Increase multi-modal travel	Transit person-trips on segment, street connectivity, bike network connection, transit activity, residential mode split.
Economic prosperity: jobs	Job access, job growth
Economic prosperity: schools	School access, school enrollment
Economic prosperity: agriculture	Acres of ag land near project
Improve freight movement	STAA truck route status, truck mode, industrial jobs share, industrial job growth
Safety	Total collisions, Collision rate, bike/ped collision & rate
Maintain State of Good Repair	SHOPP, PCI, volumes
Socioeconomic Equity	EJ population, EJ percent, EJ accessibility
Matching funds obtained	

ENVIRONMENTAL SUSTAINABILITY

Nationwide, the San Joaquin Valley suffers the worst air quality for certain pollutants. Tailpipe emissions, agriculture, industry and the geography of the Valley have resulted in high concentration of ozone and particulate matter that lead to a disproportionately high rate of respiratory diseases such as asthma. The Valley has also experienced severe drought, wildfire, flash flooding, and prolonged triple-digit summer temperatures that have been exacerbated by climate change. Transportation sector contributes far more than 40% of the greenhouse gas (GHG) emissions.

In order to respond to the State's goals of GHG reduction, and to improve air quality in the Fresno region, the Environmental Sustainability Program addresses these issues by providing funding for programs and projects that would increase the vehicle electrification rate, enable new technologies, facilitate non-single-occupancy-vehicle travel, and encourage sustainable land use development. In addition, in order to preserve the transportation investments made by the voters in Fresno County, and maintain a livable and enjoyable living environment, this Program also provides funding to encourage local agencies and Caltrans to remove litter from the roadways.

Providing a separate Renewal Program for environmental sustainability in no way implies these are the only funds within the Measure C Renewal Program dedicated to these purposes. In fact, each of the previous five (5) Renewal Programs all contain elements or provisions to improve air quality and reduce GHG emissions. This Program will provide funds over and above those contained within those other Renewal Programs.

The agencies listed below are eligible for Environmental Sustainability Program funding. Private sector, non-profit organizations, or other government agencies may also apply through a sponsoring local government agency where the project is located. The agencies listed below would be considered the Implementing Agency for each eligible project.

- 15 Incorporated cities within Fresno County.
- County of Fresno.
- Fresno Council of Governments.

Typically, the 16 local agencies in Fresno County would be the primary applicants for these funds; however, some projects or programs may be of a more regional nature, in which case Fresno COG or FCTA may be the logical applicant.

Funding Disbursement Process/Requirements

All the projects or programs under the Environmental Sustainability Program are competitive. Specific implementation policies and guidelines will be developed for each project type or program following Measure C Renewal approval by the voters.

Eligible Projects and Programs

CLEAN ENERGY

Approximately \$22 million (.32% of the Measure) is dedicated to this program.

- Charging stations, hydrogen fueling, CNG, etc.
- Regional Zero-Emission Vehicle Readiness and Implementation Plan (FCTA/FCOG staff or consultant services).
- Local agency Zero-Emission Vehicle Readiness and Implementation Plans.
- Clean vehicle power support facilities.
- Microgrid/solar EV battery charging.
- Other clean transportation projects or programs.

TRAVEL CHOICE

Approximately \$20 million (.29% of the Measure) is dedicated to this program.

- Micro mobility hubs (are designed to provide and identify a range of connected travel choices).

- Innovations in micro mobility (bicycles, e-bikes, electric scooters, electric skateboards, shared bicycles, and electric pedal assisted bicycles).
- Rideshare, and car and vanpool programs
- Increased opportunities for telecommuting.
- Broadband infrastructure for telecommuting and education facility purposes.

FUTURE TECHNOLOGIES

Approximately \$40 million (.59% of the Measure) is dedicated to this program.

- Other new technology applications.
- Future technology improvements.

TRANSIT ORIENTED PROGRAM (TOD) AND OPPORTUNITY CORRIDORS

Approximately \$45 million (.66% of the Measure) is dedicated to this program

TOD grants provide funding for transportation facilities in new or revitalized developments that support increased demand for transit with higher density and mixed land use. TOD developments reduce our dependence on the automobile by providing funding incentives for more public or alternative transportation.

The Measure C Renewal Program and its goal of vibrant communities that are accessible by sustainable transportation options, is integrally linked to the implementation of the Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS). The selected RTP/SCS scenario will achieve the goals of reducing sprawl while supporting higher densities in urban areas with high quality public transit options.

As an example, the Fresno Opportunity Corridors (FOC) plan was developed as a part of the DRIVE initiative and is aimed at helping implement the Measure C Renewal Program, RTP/SCS and the Fresno General Plan. FOC has the potential to receive hundreds of millions of dollars from State, federal and philanthropic sources needed to build intense high quality equitable transit-oriented development (eTOD) with affordable housing and other desirable mixed-uses along eleven (11) miles of complete multi-modal streetscapes in central and south Fresno. It is also a model for all cities in Fresno County and the Valley that want vibrant places along their key corridors designed as high activity mixed-use centers that better meet the health, housing, jobs, business, recreation and transportation needs of their stakeholders while producing significant reductions in VMT and GHGs and improving environmental quality, fiscal efficiency, and many other opportunities. Implementation of Opportunity Corridors is an eligible expense within the Measure C Renewal Local Control Program. In addition, certain elements of Opportunity Corridors may also be eligible within the Urban and Rural Transit, Safe Bikes and Pedestrians, Major Roads and Highways, and Environment Sustainability Programs.

LITTER ABATEMENT

Approximately \$10 million (.15% of the Measure) is dedicated to this program.

Matching funds would be available on a one-for-one basis to secure Caltrans funding for increased litter abatement activities. One-half of the matching funds would come from the Measure C Environmental Sustainability Program and one-half would come from

any Measure C eligible agency that chooses to participate in the program.

Enhanced litter abatement would be limited to State highways in order to maximize Caltrans funding. In addition, the local matching funds for litter abatement would be eligible within the Local Control Program. Participating agencies may also provide a soft match in the form of time and materials.

Eligible Investments

Eligible investments would include all recognized project phases including:

- Planning and environmental analysis.
- Conceptual and preliminary engineering.
- Design engineering (PS&E).
- Right-of-way acquisition, support and relocation.
- Utilities relocation.
- Construction of any transportation-related project including alleys and unpaved roads.
- Inspection of construction engineering.
- Direct staff time (salary and benefits).
- Consultants selected consistent with a local agency selection process.
- Construction contractors selected consistent with a local agency selection process.
- Labor, materials, and equipment for day labor.

Project Requirements

CLEAN ENERGY

This program would fund clean and alternative energy projects such as hydrogen fueling, electric charging, compressed natural gas (CNG), projects etc., that reduces the production of GHG and priority pollutants. Local governments and other entities are encouraged to develop plans and deploy such clean energy projects systematically. When developing such plans, entities are encouraged to reach out to communities and solicit input from the public and the users. With a few possible exceptions to be determined by the Authority and its staff, clean energy projects do not include power generation or distribution facilities.

TRAVEL CHOICE

This program would fund micro-mobility and other projects that would reduce the use of private automobiles. Micro-mobility refers to a combination of small and low- speed vehicles and conveyances that are electric or human-powered and that are either privately owned or part of a shared-fleet. This program will also provide funding for programs or infrastructure that would facilitate telecommute and for support of car and vanpool programs.

FUTURE TECHNOLOGIES

This program would fund future unforeseen technologies that have potential for broad benefits to Fresno County residents, assisting the region in meeting its air quality goals. These should be projects of regional significance in the

areas of research, development, demonstration, and deployment that will advance public transit or transportation systems. These new technologies could focus on technological advances in public systems, safety features, fuel efficiencies and alternatives, ITS applications, and education or information dissemination. They may also promote passenger safety and satisfaction, attract customers, improve capital and operating efficiencies, reduce environmental and air pollution, and ease dependence on fossil fuels.

TRANSIT ORIENTED DEVELOPMENT (TOD)

This program was created as part of the 2006 Measure C Extension Plan. The goals of the Measure C Renewal TOD program are intended to support community-based housing projects that are transit friendly:

- Are developed through an inclusive planning process with broad private-public partnerships and outreach.
- Improve the range of transportation choices by supporting transit facilities and improving links between facilities and activity nodes.
- Support well-designed, high-density housing and mixed uses near transit.
- In addition to encouraging transit supportive land use surrounding the high-capacity transit corridors to boost transit ridership in the Fresno County region, the TOD program also strives to support livable, viable and sustainable transit-oriented healthy communities that promote walking, biking, and the use of public transit and reduce private vehicle dependence. Such

TOD communities promote health and well-being and reduce risks for chronic diseases such as obesity, diabetes, and heart disease. The projects funded by the TOD program serve as models that reduce vehicle trips, improve air quality, and provide access to physical activity opportunities through integrated land use and transportation planning.

The TOD program provides funding to three types of projects/programs that are competitive based:

- Transportation infrastructure improvements to transit facilities to encourage safety and access to transit facilities, support in-fill development or revitalization, reduce traffic congestion at transit stations, and provide for a wider range of transportation choices and improved internal mobility. Funds may be used for preliminary design and environmental studies, engineering, land acquisition, and construction.
- Planning Program or matching money to identify nodal transit sites on transit corridors for transit-oriented development, planning retrofit for existing neighborhoods, downtowns, commercial cores, and transit station areas and stops in order to create access to transit and mixed-use development in transit friendly environments. The community planning process would result in transportation/land-use concept plans; streetscape design concept plans, environmental studies, detailed drawings, construction cost estimates, and implementation plans for specific capital projects.

- Housing in-fill incentive programs would reward local governments for encouraging developers to build compact designs with higher housing densities, affordable and accessible housing, and mixed uses that are characteristic of well-implemented Transit Oriented Design found in other cities' developments in proximity to transit stops. Local government agencies may spend funds to supplement development fees or on a capital project that supports new housing development connections to transit.

LITTER ABATEMENT

Litter along the region's freeways, highways, and major arterials has been an on-going issue for Fresno County and its communities. This activity can provide matching funds to leverage additional resources for abatement, public education or additional community or government resources (Caltrans or other government agency grants).

Other Requirements

Grant application processes will be developed for these competitive programs and will include:

- Monitoring and reporting requirements.
- Audit process.
- Performance indicators.

Performance Indicators and Measures

Performance indicators and measures will be developed as a part of the competitive program criteria and will include:

- Matching funds obtained.

CITIZEN OVERSIGHT COMMITTEE

Committee Purpose

A Citizen Oversight Committee (COC) was established as a part of the 2006 Measure. That committee's efforts have been helpful in analyzing local agency conformance to Expenditure Plan requirements. Each year their findings are published within the Measure C Annual Report for public review. This proposed Measure will continue efforts of the COC with a number of key changes to help increase local agency accountability for Measure C funds spent, and to increase committee membership and participation.

The purpose of the COC is to inform the public and to ensure that the Measure C funding program revenues and expenditures are spent as promised to the public.

Administrative Issues

COMMITTEE FORMATION

- The Committee will be formed within 6 months upon the effective date of the 2022 Measure C Extension. (July 1, 2027).
- The Citizen Oversight Committee (Committee) shall not be amended out of the Expenditure Plan.
- Meetings will commence when Measure C Extension revenues are recommended for expenditure, including Expenditure Plan updates.

SELECTION AND DUTIES OF COMMITTEE CHAIR AND VICE CHAIR

- The Committee shall select a Chair and Vice Chair from the members, each of whom shall serve a one (1) year term.
- The duties of the Chair will be to call meetings, set agendas, and preside over meetings.
- The duties of the Vice chair will be to perform the same duties described above in the absence of the Chair.

COMMITTEE MEETINGS

- The Committee will hold one formal meeting annually, with additional meetings scheduled as needed by the Committee.
- All Committee meetings must be held in compliance with the Brown Act.
- All meetings will be conducted as per "Robert's Rules of Order."

SUBCOMMITTEE REQUIREMENTS

- The Committee may elect to form subcommittees to perform specific parts of its purpose.
- All subcommittees shall have an odd number of members so that tie votes are less likely.

COMMITTEE MEMBERSHIP AND QUORUM

Membership

The Committee shall be composed of eleven (11) members including:

- Six (6) at-large public members:
 - Membership must represent each one of the five Fresno County Supervisorial Districts; and
 - Three (3) must reside in the Fresno-Clovis Metropolitan Area (FCMA); and
 - Three (3) must reside in areas outside the FCMA, one from the east side, one from the west side and one from an unincorporated area of the county.
- Five (5) members who must represent a diverse mix of interested community organizations. The members are expected to provide a balance of viewpoints.

Quorum

- A Quorum will be the majority of active members.
- An action item of the Committee may be approved by a simple majority of the quorum present.

Membership Selection

SELECTION COMMITTEE

Oversight Committee members will be selected by the Fresno Council of Governments Policy Board (the 15 mayors within Fresno County and the Chair of the Fresno County Board of Supervisors).

RECRUITMENT PROCESS

- Each year as terms expire or as vacancies occur, annual postings of membership openings will be noticed 60 days in advance of the application process pursuant to Public Utilities Code Section 99238.5.
- Potential members must submit an application to the Selection Committee.
- The Selection Committee will screen all applications and approve candidates for membership on the Committee.

TERM OF MEMBERSHIP

- Terms of membership will be for four (4) years.
- Members may serve consecutive terms.
- Members will receive compensation in the amount of \$50 for each meeting attended.
- No proxy voting will be permitted.

ELIGIBILITY

- U.S. citizen 18 years of age or older who resides in Fresno County.
- Not an elected official at any level government.
- Not a public employee from Fresno County, nor of any of the incorporated cities, in Fresno County, Caltrans, the Fresno County Transportation Authority (Authority), or the Fresno Council of Governments (Fresno COG).
- Restricted to individuals without economic interest in any of the Authority's projects.

STAFFING

- Fresno COG will staff the Committee and provide technical and administrative assistance to support and publicize the Committee's activities, with the staff assignment subject to approval of the Committee.
- Fresno COG services and any necessary outside services will be paid using the Fresno County Transportation Authority's Measure C Extension Administration Program revenues.
- Expert staff may be requested to provide information and make presentations to the Committee, as needed.
- The cities and County of Fresno shall each provide to the Citizen Oversight Committee, on an annual basis for a specific time period prescribed, and in a timely fashion, a specific report on the local jurisdiction's planned budget for Measure C fund expenditures and financial report on the use of those funds.

- The precise format of the report may be based on similar report formats for other jurisdictional monitoring but must be separate from the comprehensive agency budgets and general and enterprise fund financial reports of the cities and the County of Fresno and will be prescribed by the Citizen Oversight Committee.

RESPONSIBILITIES

COC responsibilities generally include the following:

- Receive, review, inspect, and recommend action on independent financial and performance audits related to the planning and implementation of the Measure C Extension program.
- Receive, review, and recommend action on other periodic reports, studies, and plans from responsible agencies including the Authority, Fresno COG, the Cities, the County or other agencies. Such reports, studies and plans must be directly related to Measure C Extension programs, revenues, or expenditures.
- Review and comment upon Measure C Extension expenditures to ensure that they are consistent with the Expenditure Plan.
- Annually review how sales tax receipts are being spent and publicize the results.
- Present committee recommendations, findings, and requests to the public and the Authority in a formal annual report.

FOR MORE INFORMATION

Contact the Authority or Fresno COG to inquire about the Measure C Renewal Extension process, discuss the candidate projects and programs contained in this Plan or to learn more about the current Measure C Extension Program.

Fresno Council of Governments

Fresno COG

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Visit the Fresno COG Website at www.fresnocog.org for more information, to sign up for our email list, and to receive updates on Measure C planning activities.

Visit the Authority Website at www.measurec.com for more information, to sign up for our email list, and to receive updates on current Measure C projects.

A copy of the implementing guidelines is available at:

www.measurecrenewal.com

2022

Measure C Renewal Expenditure Plan

FINAL

JULY 20, 2022



PREPARED BY

*Fresno Council
of Governments*

2035 Tulare Street, Suite 201
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IN ASSOCIATION WITH

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TBWBH Props & Measures
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INTRODUCTION

The Fresno County Measure C Renewal Expenditure Plan was prepared to:

Guide the expenditure of slightly more than \$6.84 billion in transportation funds generated through continuation of Fresno County's half-cent transportation sales tax over the next 30 years, if approved by voters in the November 2022 election.

Fresno County's current Measure C Program, voter approved in 2006, expires in June 2027. This Renewal Expenditure Plan, developed by an Executive Committee and a Technical Working Group (TWG) consisting of approximate 80 individuals representing diverse community interests (as identified in Table 1 of this Plan), and local, state and regional agencies, will address major local and regional transportation needs in Fresno County through the Year 2057.

Through a series of public meetings, two public opinion polls, and thousands of online and in-person surveys, the Executive Committee and TWG thoroughly considered needs identified by community residents during development of the Plan. To ensure the Plan addressed transportation needs of all county residents, the Committees completed the following tasks:

- Reviewed Measure programs recently passed in other counties (best practices review).
- Listened to presentations by air quality and transportation advocates and agencies.
- Considered recommendations of transportation professionals.
- Heard innovative ideas related to new technologies in transportation.
- Developed Expenditure Plan Goals and Objectives.
- Considered public input.
- Reviewed and considered the entire County's transportation needs by category.

OVERVIEW

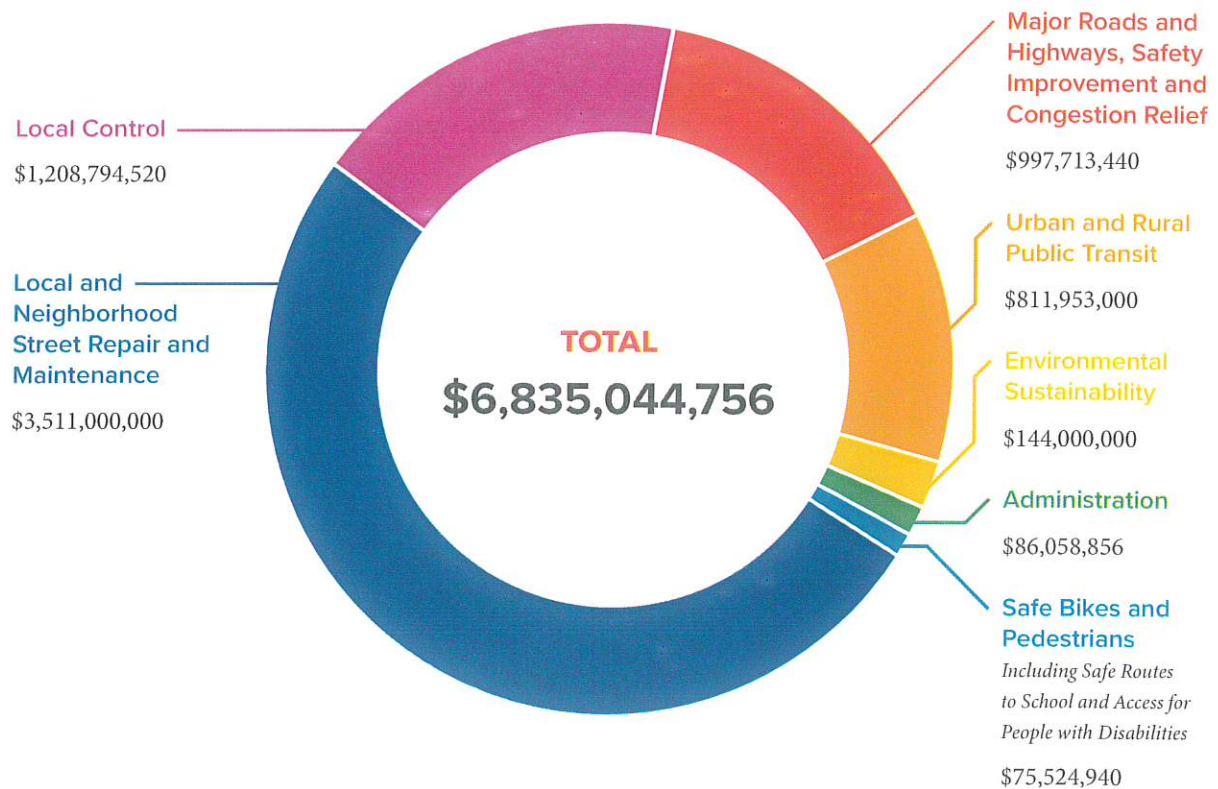
The Measure C Renewal Program

Figure 1 provides an overview of the proposed Measure C Renewal Expenditure Plan funding allocations approved by the Executive Committee and the TWG. Referencing Figure 1, the allocations consider a “multimodal” transportation program with:

- 51.37% of expected Measure funds directed to “Fix-It-First” ***Local and Neighborhood Street Repair and Maintenance*** activities and programs.
- Eighteen percent (17.64%) of the funds directed to the ***Local Control*** program. The 16 local agencies (cities and the County) in Fresno County will allocate these funds to their highest priority unique transportation needs including additional local street and highway maintenance and other street and road improvements, pedestrian, trail, and bicycle facilities improvements, safe routes to school improvements, enhanced public transit services, and other transportation services and programs.
- Twelve percent (11.88%) of the Measure funding allocated directly to ***Urban and Rural Public Transit*** systems and services throughout the County including Fresno Area Express (FAX), Clovis Transit, and the Fresno County Rural Transit Agency (FCRTA).
- One percent (1.22%) of the Measure will be allocated to the ***Safe Bikes and Pedestrians*** program (including Safe Routes to School & Access for People with Disabilities) to address improvements and safety enhancements for bicyclists and pedestrians, including students, seniors and people with disabilities, as well as other related improvements.

FIGURE 1

Measure C Funding Allocations by Program



- Fifteen percent (14.60%) of the Measure will be directed toward **Major Roads and Highways, Safety Improvement and Congestion Relief** projects in the Urban (Clovis and Fresno Spheres of Influence) and Rural (remaining County and rural cities) areas. Such projects will be located along the State Highway System and along regional corridors to enhance connections within the urban area and between the cities and rural communities throughout the County.
- Two percent (2.00%) of the funds are available for projects that enhance **Environmental Sustainability** including clean transportation projects and programs, transit-oriented development projects, and other projects that will improve air quality, address climate change and improve health.
- Finally, one and one quarter percent (1.25%) of the Measure will address program **Administration** and planning activities of the Fresno County Transportation Authority (Authority) and the Fresno Council of Governments (Fresno COG) over the 30-year period.

PUBLIC ENGAGEMENT

Public engagement activities for the Measure C Renewal Expenditure Plan began with the formation of the Executive Committee and TWG in February of 2021. Over 80 local leaders volunteered to participate as representatives of diverse sectors of Fresno County from both urban and rural communities. These leaders brought unique perspectives from various sectors of our community including healthcare, education, local government, emergency services, transportation planning and facilities experts, environmental organizations, public works, law enforcement, fire and paramedic, agriculture, community based organizations, and more. Over the 16-month Measure C Renewal Process period, a total of 37 meetings were held between these two committees with the focus on identifying and evaluating transportation needs throughout Fresno County.

In addition to these two committees, community engagement remained a key focus to gain clarity and common ground. To that end, 10,000 Fresno County residents participated in community polling and outreach via the following methods:

- | | |
|----------------------------|-----------------------------|
| • Public Polling | Inquiries |
| • In-Person Workshops | • Events |
| • Community Group Meetings | • Virtual meetings via Zoom |
| • Door-to-Door | • Online Public Survey |

In total, fourteen (14) community meetings were held in both rural and urban settings. Additionally, with COVID concerns still prevalent, an Online Public survey was utilized that garnered 2,804 total survey respondents, as well as 2,000 additional comments.

The online survey also focused on rural and unincorporated areas by employing a door-to-door campaign. That effort produced 1,070 mostly Spanish respondents in the following communities: Cantua Creek, Lenare, Tranquility, Orange Cove, Parlier, Kerman, Mendota, Caruthers, Coalinga, Del Rey, Five Points, Huron, Sanger, Kingsburg, and San Joaquin.

Members of the Executive Committee and the TWG are listed on the Measure C Renewal webpage at this link:

[www.measurec.com/
measure-c-committees](http://www.measurec.com/measure-c-committees)

Two-thirds (67%) voter approval will be necessary to pass Measure C in November 2022. In order to ensure that Executive Committee and TWG members were on target with this Expenditure Plan, over 3,000 voters and community residents were surveyed early in the Plan development process to determine support for an extension of the Measure, and to identify the public's highest transportation priorities. An additional 3,000 voters were again surveyed in the spring of 2022 to confirm support for proposed expenditures.

Both polling efforts expressed widespread support for continuation of Measure C and identified residents' highest transportation priorities. The Measure C Renewal Plan effort was guided by development of the Fresno COG 2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is intended to guide transportation and land use decisions that will improve our quality of life, air quality, mobility and make communities more cohesive. The RTP/SCS is updated every four years and has a robust outreach and stakeholder involvement process including numerous committee meetings, public workshops and hearings, public surveys and polling, and other engagement opportunities. The RTP/SCS integrates all modes of transportation along with land use, housing, environmental issues, reduction of vehicle miles travelled, and other related issues. The RTP/SCS is one of the critical building blocks that has helped guide development of the 2022 Measure C Renewal effort and identify needs and funding requirements.

GOALS AND GUIDING PRINCIPLES

Considering the public engagement activities conducted over the past 16 months, the Executive Committee and TWG adopted the following set of goals and objectives to help guide development of this Expenditure Plan:

Goal #1

Equitable mobility and accessibility for all within and across the network of streets, highways, transit, bicycle and pedestrian routes and facilities.

OBJECTIVES

- Encourage equitable participation by communities in the Measure C planning and implementation process.
- Support the equitable distribution of benefits and burdens of transportation projects.
- Support the improvement and expansion of accessible transportation options to serve the needs of residents, especially those who have historically faced disproportionate transportation burdens, including seniors and people with disabilities.

Goal #2

Vibrant communities that are accessible by sustainable transportation options.

OBJECTIVES

- Encourage alternatives to single occupancy vehicles that reduce vehicle miles travelled (VMT) and greenhouse gas emissions.
- Support investment in and promotion of active transportation and transit to improve public health and mobility, especially in historically underinvested areas.
- Support transportation projects that support transit-oriented development.

- Support efforts to improve air quality and minimize pollutants from transportation.

Goal #3

A safe, dependable, well-maintained, efficient, cost effective, and climate-resilient multimodal transportation network.

OBJECTIVES

- Encourage on-going maintenance and repair of the existing infrastructure.
- Support investment in multimodal safety measures to reduce traffic fatalities and injuries throughout the region.
- Support improvements in travel connections to create an integrated, accessible, and seamless transportation network.
- Avoid congestion through smart management of existing transportation facilities.
- Add capacity only after other options have been considered and determined to be infeasible, impractical or ineffective.
- Maximize the cost-effectiveness of transportation improvements.
- Maximize available funding and support new investments that are targeted, effective, and financially sound.
- Encourage investments that increase the system's resilience to extreme weather events, natural disasters, subsidence, and pandemics.

- Support the preservation and maintenance of existing multimodal transportation assets in a state of good repair.
- Utilize Measure funding to leverage other local, state, and federal funds, including competitive grant programs.
- Ensure that growth does not adversely impact existing facilities.

Goal #4

A transportation network that supports a sustainable and vibrant economy.

OBJECTIVES

- Support local and regional economic development by leveraging planning and transportation funds that foster public and private investment.
- Provide transportation mobility options necessary to conduct essential daily activities and support economic growth and prosperity.
- Support modern regional aviation.
- Embrace cutting edge and fiscally responsible transportation and new technologies that serve to interconnect systems and that make travel more efficient and cost effective.
- Support efficient, dependable, resilient, and sustainable goods movement.

Goal #5

A region embracing clean transportation, technology, and innovation.

OBJECTIVES

- Support innovative mobility solutions that are accessible, affordable, reduce greenhouse gas emissions, and improve air quality.
- Utilize current and emerging technologies to better manage transportation systems and services.
- Improve predictability and reliability of transportation facilities and services.
- Embrace new and emerging intelligent transportation system (ITS) projects and programs.

Goal #6

A high level of transparency, performance review, and accountability.

OBJECTIVES

- Provide for continuous collection of transportation and other related data from available sources.
- Incorporate transportation performance measures, whenever possible.
- Encourage innovation with a goal of providing cost effective transportation solutions.

Guided by the Executive Committee and TWG, staff further distilled these goals and objectives into five guiding principles that were then used to guide the development of the Allocation Plan:

Stewardship

- Fix it First.
- County-wide Pavement Management Plan.
- Oversight and Performance Measures, and Equity—"No Neighborhood Left Behind."

Equity

- Investment in active transportation and public transit to improve health and mobility throughout the County including historically underinvested areas.
- Improve air quality throughout the County, especially in historically disadvantaged areas.
- Ensure all areas of the County have their road repair needs addressed with emphasis on areas not previously addressed—"No Neighborhood Left Behind."
- Provide local jobs and access to training opportunities.
- Supplemental road repair funds for very low-income areas.
- Expand new and innovative public transit services and solutions.

Sustainability and Resources Conservation

- Maintaining and operating transportation facilities are much less resource intensive than rebuilding.

- Focus on maximizing the safety and efficiency of the transportation systems, not on system expansion.
- Roads, highways, and their adjacent sidewalks are necessary for every type of transportation—cars, trucks, buses, bicycles, and pedestrians.
- Electric vehicles will still rely on roads and highways.
- Provide for Complete Streets and roads that accommodate vehicles, bikes, public transit and pedestrians.

Air Quality and Climate Resiliency

- All projects require environmental review and must address air quality and greenhouse gas emission reductions.
- Well-maintained pavements reduce particulate matter PM10 and PM2.5, which are the primary pollutants referenced in the most recent air quality study.
- Congestion reduction and avoidance through better operations reduces tailpipe emissions of pollutants, diesel exhaust particular matter and greenhouse gas emissions.
- Reduce vehicle miles travelled (VMT) through Public Transit, Active Transportation, and road and highway projects.
- Harden transportation facilities to increase systems' resiliency to extreme weather events.
- Expand new and innovative public transit services and solutions.

Flexibility

- Expanded Local Needs program allows real time and long-term flexibility—allows agencies to best address their current transportation needs and changing future needs, not a one-size-fits-all approach.
- Allows each agency to tailor the program to their specific needs.
- Allows agencies to maximize the use of matching fund programs.
- The amendment process contained within the current measure and to be continued in this measure allows adaptability.
- 15-year publicly driven process to evaluate the success or shortcomings of the Measure Renewal with a process to change or adapt, as necessary.
- In depth review of performance measures every 5 years by agency staff and the Citizen Oversight Committee (COC) with the ability to amend the Measure C Renewal Expenditure Plan if key indicators are not met.

Meeting the needs of Fresno County residents requires leveraging State and federal investments with local resources. Even with a new Measure C here will not be enough funding available to address almost \$16 billion in transportation needs. The Measure C Extension will generate more than \$6.84 billion over the next 30 years, far short of the overall need, therefore, leveraging additional federal and State funding, beyond what the region expects, is critical.

SUCCESS OF THE CURRENT MEASURE C PROGRAM

Many changes to the existing transportation system have occurred since voters first approved Measure C in 1986 and again in 2006. The current Measure C Program has provided funding to a variety of transportation projects and services including bike, pedestrian and trail projects, public transit improvements, and other transportation programs and services. New and improved regional and local streets and highways are also reflected in the current Measure C and have been or will be constructed by 2027 improving travel flow, increasing safety, and reducing severe congestion. These improvements include:

- State Route (SR) 41: Auxiliary Lane—Tulare to “O” Street
- SR 99: North to Cedar Avenues
- SR 99: Monterey Bridge
- SR 180 East: Clovis to Temperance Avenues
- SR 180: Brawley to Hughes/West Avenues
- SR180, SR 41, and SR 168 Braided Ramps
- Willow Avenue, Temperance, Ventura, California, Peach, Herndon, and Shaw Avenues
- Veteran’s Boulevard—Shaw to Barstow and Bullard to Herndon Avenues
- SR 99: Veteran’s Boulevard Interchange
- SR 180 West: Yuba to James Avenues Passing Lanes
- SR 180 East: Temperance to Academy Avenues
- SR 180 East: Academy Avenue to Trimmer Springs Road
- SR 180 East: Trimmer Springs Road to Frankwood Avenue
- Friant Road: Copper Avenue to Millerton Road
- Golden State Boulevard: American Avenue to the Tulare County Line
- SR 269: New Bridge/Channel between SR 198 and City of Huron
- SR 180 West: SR 180 to I-5
- Mountain View Avenue: Bethel Avenue to the Tulare County Line
- Academy Avenue: Manning Avenue to Industrial Park
- SR 99 and American Avenue Interchange
- I-5 and SR 198 Interchange
- Funding for public transit services including Fresno Area Express (FAX), Clovis Transit, & the Fresno County Rural Transit Agency
- Improvements to local streets and roads, bikeway and trails systems, and pedestrian facilities

Promises Made and Promises Kept of the 1986 and 2006 Measure C programs are evident by the overwhelming voter approval in Fresno County. In addition to the vast array of transportation improvements provided by these two Measures, they have given Fresno County the opportunity to compete successfully for additional State and Federal transportation funding.

The Authority, Fresno COG, the 16 local agencies and the three transit agencies have all successfully leveraged more than \$1 billion additional dollars from Sacramento and Washington D.C. Extending Measure C will continue to provide local funds under local control, in order to leverage and direct additional state and federal funding to the County.

Annual Audit of Measure Programs

Current Measure C expenditures and accounts of the local agencies and the Authority are audited on an annual basis by an independent audit firm retained by the Authority. Over the past 34 years, audit results have indicated that the Measure C Program has been implemented, and proceeds expended, in accordance with the Measure C Expenditure Plan and enabling legislation. That practice will continue with this Measure C Renewal Program. Further, through the Citizens Oversight Committee and the Authority, additional performance indicators will be monitored throughout the new Measure in order to assure that funds are invested efficiently and effectively.

HOW THE PLAN WAS DEVELOPED

The Measure C Renewal Executive Committee and the TWG were formed in February 2021 to develop the Measure C Renewal Expenditure Plan. The TWG evaluated existing transportation systems and needs, and the Executive Committee established goals for the future. There was recognition that this Measure C Renewal Plan needed to address the existing and future transportation needs, focusing on local neighborhoods and community street and road maintenance, as well as continuing investments in bicycle and pedestrian facilities, transit services, and reducing and avoiding congestion on our highways. This Plan has built-in flexibility that will allow our cities and County to adapt to their specific transportation needs as they change over time. This Plan recognizes transportation programs that maintain and improve our quality of life and position us to provide the type of facilities and services that will be needed to address our future mobility needs.

Members of the Executive Committee: reviewed a variety of proposals, considered public input and professional expertise, conducted two public opinion polls, and reviewed data and literature from other agencies to prepare this Plan.

Members of the Executive Committee represented the interests of government, business, and other sectors identified in Table 1.

TABLE 1

Measure C Renewal Plan Executive Committee Representative Sectors/Organizations

Sector/Organization		
Active Transportation	Disability Services	Goods Movement
Advocacy Services	Eastside Fresno County Cities	Health Care Services
Agriculture	Economic Development	Labor
Americans with Disabilities Act (ADA)	Education (K-12 and Higher Education)	Medical Systems
Building Industry Association	Emergency Services	Philanthropy Services
Business	Environment	Technology
Cities of Clovis and Fresno	Fresno Council of Governments	Westside Fresno County Cities
Community Based Organizations	Fresno County Sheriff	Youth/Advocacy
County of Fresno	Fresno County Transportation Authority	

A list of Executive Committee and TWG members are available online:

www.measurec.com/_measure-c-committees/

EXPECTED MEASURE C PROCEEDS

If voters approve the Extension of Measure C in November of 2022, they will authorize the Authority to continue to collect a ½ cent retail transaction and use tax for 30 years (between July 1, 2027 and June 30, 2057). This is not a new or an added tax, but simply an Extension of the existing Measure C tax.

This extension will: provide over \$6.84 billion in new revenues for transportation improvements according to financial projections through the year 2057.

The \$6.84 billion this third Measure will generate is four and one-half times the amount that is expected to be collected during the current Measure C Program (approximately \$1.2 to \$1.5 billion) through June 2027. The allocation of these projected sales tax revenues to specific types of transportation funding programs and improvement projects is described in the following sections of this plan. The Authority will prepare and then update a Strategic Implementation Plan (SIP) every two (2) years in order to verify or modify the funding expectations based on the then-current fiscal conditions, making sure that the projections are consistent with future

expenditures and the promises made in this plan. The Authority and Fresno COG will also revisit this expenditure plan in 2042 (midpoint of the Measure) to potentially adjust the transportation programs and associated allocations of Measure C proceeds ensuring that the plan addresses the future transportation needs of the county and its residents as determined through a comprehensive public engagement process. Finally, the Authority will have the option of issuing bonds to deliver Measure C projects and programs contained in this plan to save project costs by delivering them earlier, and to provide Fresno County residents with much-needed road repairs years sooner than would be possible without bonding.

COUNTY-WIDE PRIORITIES OF THE NEW PLAN

Through many months of intense discussion and public input, the following Measure C Extension funding program commitments were developed and agreed upon by the Executive Committee and the TWG. The Committees recognized that providing Measure C funds for all modes of transportation would help meet the quality of life needs of all Fresno County residents, thus enabling each of the 16 agencies within the County to address the specific needs of their residents, businesses, and major industries over the 30-year life of the Measure.

The new Plan will: Provide a minimum of 51.37% of the Measure to the 15 cities and Fresno County to maintain and improve neighborhood and community streets and roads. Further, it will fund public transit, regional highways, street and road improvements, and other transportation programs that improve mobility while reducing greenhouse gas emissions and improving air quality for all residents throughout Fresno County. The Plan is committed to “Fix-it First”, “No Neighborhood Left Behind” and “Improve Safety” principles.

The Measure C Renewal Expenditure Plan program allocations are detailed in Table 2. Implementing Guidelines for each of the seven Measure C Renewal Expenditure Plan programs are available on the Authority’s website in early June 2022 at:

www.measurecrenewal.com

TABLE 2

Measure C Renewal Expenditure Plan Allocation of Funding by Program

Details regarding each of the seven programs are provided below. Appendix B provides the amount of Measure C Renewal funding each local agency is expected to receive over the 30-year period.

	Measure C Renewal Program	Percent of Total ¹	30-Year Funding Estimate
1	Local & Neighborhood Street Repair & Maintenance	51.37%	3,511,000,000
2	Local Control	17.64%	1,208,794,520
3	Safe Bikes and Pedestrians (Including Safe Routes to School & Access for People with Disabilities)	1.22%	75,524,940
4	Urban & Rural Public Transit	11.88%	811,953,000
5	Major Roads & Highways, Safety Improvement and Congestion Relief	14.60%	997,713,440
6	Environmental Sustainability	2.00%	144,000,000
7	Administration	1.30%	86,058,856
	Total	100%	6,835,044,756

¹ Percentages Rounded to the nearest whole number.

Local and Neighborhood Street Repair and Maintenance

\$3.511 billion or 51.37%

A significant increase in funding for our local street networks including neighborhood streets is clearly the greatest need expressed during the public engagement process and in the two opinion surveys. In fact, nearly 81% of those surveyed county-wide strongly agreed that repairing roads and fixing potholes was their highest priority. The goal of this program is to improve each of the individual cities' and the County's unincorporated areas and communities pavement condition index or PCI from the current County-wide average of 57 (just above the "Poor" category) to 70, which is within the "Good" category. Improvements that will be made by the 15 cities and Fresno County to address the goal include:

- Fixing potholes with long lasting repairs.
- Repaving streets.
- Keeping good roads in good condition through the strategic application of preventative maintenance strategies.
- Ensuring that all neighbors, especially those in disadvantaged areas, see improvements to their local roads.
- Measuring and monitoring progress towards the 70 PCI goal.
- Providing additional resources to areas of very low income.

1

These expenditures would address one of the most troubling transportation problems for local agencies; how to fund improvements that address the aging street and road infrastructure while at the same time preserving roads that are currently in good condition.

A minimum base of \$100,000 per year shall be allocated to each agency under the Local & Neighborhood Street Repair & Maintenance Program. Every agency that receives Local Street Repair Program funding must allocate no less than 30% of their allocation, as determined on a 5-year rolling average, on areas within their jurisdiction that are disadvantaged using the highest 25% census tracks based on CalEnviro Screen 4.0 and areas with a median income of less than 80% of the statewide median. Restriction remains in effect until the Agency's average PCI for the Disadvantaged Areas reaches 65. Once the average PCI of 65 is met, that 30% restriction is suspended, as long as those areas do not fall below a PCI of 65 in subsequent years. Agencies must still continue to invest in those areas in order to raise the overall PCI to 70.

When the overall PCI of the streets within a jurisdiction either exceeds 80, or the lowest PCI on any street within the jurisdiction is 70 or higher, Local and Neighborhood Street Repair and Maintenance program funds in excess of what is needed to maintain street condition above a PCI of 70 may be utilized as Local Control program funds.

Local Control

\$1.209 billion or 17.64%

2

This program provides the local agencies flexible funding to address their most pressing unfunded or underfunded transportation needs within their jurisdictions. These funds would be used for a variety of purposes including:

- Repair sidewalks to create safe routes to school and increase accessibility for people with disabilities.
- Supplement Active Transportation (bike, pedestrian and trails systems) projects.
- Further improve public transit services.
- Eliminate bottlenecks on local streets where road improvements are not complete.
- Address environmental sustainability and other important transportation improvements.

The local agencies in Fresno County know what their needs are and how best to address those needs. This plan empowers them to make these critical choices for their residents and businesses.

Implementation of Opportunity Corridors is an eligible expense within the Measure C Renewal Local Control Program. In addition, certain elements of Opportunity Corridors may also be eligible within the Urban and Rural Transit, Safe Bikes and Pedestrians, Major Roads and Highways, and Environment Sustainability Programs.

Urban and Rural Public Transit

\$812 million or 11.88%

3

The goal is to improve public transit programs that provide essential mobility services to residents who do not have options, and for people who may have access to a vehicle but prefer to utilize transit; improve air quality, reduce greenhouse gas emissions, and help avoid congestion. Transit provides essential services to those who have no or limited options. This plan will allow for reduced transit fares for seniors, students, veterans and people with disabilities. It is critical that we ensure the most flexible, reliable, predictable, and affordable transit services are available for the transit dependent. Measure C Renewal funding is provided to the three (3) transit agencies within the county (Fresno Area Express, Clovis Transit, and the Fresno County Rural Transit Agency). The transit agencies would use the funds to:

- Add routes as demand increases.
- Reduced transit fares for seniors, students, veterans and people with disabilities.
- Acquire low or zero emission buses.
- Provide night and weekend service as demand dictates.
- Provide safe, clean, and strategically located bus shelters.
- Provide safer access to public transit services.

The transit agencies would also apply the Measure funds to provide:

- “Free or reduced fare bus service” to seniors, students, and people with disabilities.
- Provide new and innovative mobility for seniors, students, and people with disabilities.
- Implement innovative lower cost transit solutions for un-served or under-served areas.
- “Subsidized taxi scrip” to seniors (65 years or older) and people with disabilities resulting in better service to those with special transportation needs and the growing aging population in Fresno County.

Transit funding is a significant part of the state and federal transportation funding programs. This has been an established trend that is increasing over time. Measure C funding should be utilized to the largest extent possible to leverage these funding sources.

Safe Bikes and Pedestrians

4

Including Safe Routes To School and Access For People With Disabilities

\$75.5 million or 1.22%

Improvements to the existing and planned pedestrian, trail, bicycle and Safe Routes to School systems have gained prominence around the State and within Fresno County. There are significant opportunities for funding these types of projects using state and federal funds.

In addition, as with the current Measure, all streets funded by Measure C must have shoulders that accommodate bike lanes. With a few exceptions, these types of projects are very low cost when compared to vehicular projects. Measure C funding in this program should be utilized to the largest extent possible to enhance safety, increase availability and leverage these State and Federal funding sources.

Major Road and Highways, Safety Improvement And Congestion Relief

5

\$997.7 million or 14.60%

The core of the urban and suburban freeway and expressway system has been completed, and many improvements to rural highways have been accomplished during the 1986 and 2006 Measure programs.

Future improvements to the State Highway System need to be focused on:

- Improving safety.
- Reducing and avoiding future congestion.
- Increasing sustainability.
- Focusing on multimodal operational improvements such as auxiliary lanes, freeway interchange improvements, metering projects, demand management, and Smart Corridor concepts that maximize capacity of existing facilities.

These projects provide for the movement of goods, services, and people throughout the county, as well as accommodating goods movement from Fresno County industries to the rest of the State and the nation. Because this proposed Measure has a duration of 30 years, the Executive Committee and the TWG agreed to identify a 15-year improvement program, with the second 15 years to be addressed near the midpoint of the Measure.

This second 15-year plan will be developed after an evaluation of future needs as well as an extensive public engagement process.

Major highlights of this Regional Program include:

- Approximately **\$998 million or 14.60%** for regionally significant street and highway improvements has been divided between the Urban and Rural areas of the county with approximately **\$749 million or 75%** to the urban areas of Fresno and Clovis and approximately **\$249 million or 25%**, to the remainder of the county (other cities and the county unincorporated area). This funding split generally reflects the relative populations and needs of the urban and rural area.
- **\$35 million** will be invested in improvements to Fresno Yosemite International (FYI) Airport.

This program relies heavily on leveraged funding from various sources including the State Transportation Improvement Program, the State Highway Operations and Protection Program, the State Local Partnership Program,

federal grants, and the Regional Transportation Mitigation Fee Program (RTMF). Overall, it is anticipated that these programs will add another \$1.5 billion in funding to the nearly \$1 billion of Measure C funding included in this Measure. Further, it is expected that there will also be some Local Development Fees included on some of these projects.

The RTMF requires that new growth and development within the county and each of the cities contribute to regional street and highway project costs. The RTMF program was originally established during the current Measure C program and will be continued under this Measure. The purpose of this RTMF Program is to ensure that growth and development pay their fair share of impacts to the county's transportation facilities. The RTMF is discussed in more detail later in this Plan.

Environmental Sustainability

6

\$144 million or 2.00%

This program's goal is to improve air quality and greenhouse gas emissions by:

- Reducing Vehicle Miles Traveled through support of Transit Oriented Development (TOD) and Opportunity Corridors (OC). TOD projects help support developments that will increase demand for transit through higher density and mixed use. OC projects also support higher density and mixed-use developments through conversion of existing auto-centric streets into multimodal streetscapes.

- Clean Energy.
- Travel Choice.
- Future Technologies.
- Litter Abatement.
- Opportunity Corridors.

Rather than identify a specific amount for each of these subprograms for the life of the Measure, this Renewal Expenditure Plan will allow the FCTA Board to make that determination every two (2) years as a part of the Measure C Expenditure Plan Update. For the initial two years of the Environmental Sustainability Program the split between these subprograms will be:

Subprogram		Percent of Funding
1	Transit Oriented Development and Opportunity Corridors	0.66%
2	Clean Energy	0.32%
3	New Technology Projects	0.59%
4	Travel Choice	0.29%
5	Litter Abatement	0.15%
Total		2%

Administration/ Planning

\$86.06 million or 1.30%

Measure C funding is provided to the Authority and Fresno COG to:

- Prepare Expenditure Plan updates and amendments.
- Develop and administer allocation program requirements.
- Administer and conduct specified activities identified in the other six programs described above including increased oversight and performance monitoring.

Compliance with the California Environmental Quality Act

The Measure C Renewal Expenditure Plan is not a “project” under the California Environmental Quality Act (CEQA) and, therefore, is exempt from CEQA review. The Plan is designed to provide a funding mechanism for potential future projects and programs related to the Authority’s provision of transportation funding and services.

7

However, the Authority is not approving the construction of any projects that may result in a direct or indirect physical change in the environment; future voter approval is required prior to establishing any funding mechanism as set forth in Measure C Enabling Legislation; and all appropriate state and federal environmental reviews will be required and completed prior to any future approval of specific projects.

MEASURE C EXTENSION PLAN PROJECTS

Project Commitments Major Road & Highways, Safety Improvement and Congestion Relief Program

URBAN AND RURAL PROGRAMS

This section identifies priority regional streets and highway improvement projects to be implemented over the life of the Measure C Renewal Program. These projects will be funded with Measure C and other transportation funding. Major Road & Highways, Safety Improvement and Congestion Relief Program (MR&H) projects are defined as those of regional significance. These projects tend to be on the State highway system, as those facilities are regional by nature; however MR&H Program projects can also include projects on major local arterials that serve more than one city or area of the county.

Fresno Yosemite Airport (FYI) is also included as a regional facility as it facilitates passenger and freight travel throughout the county as well as surrounding counties.

Because the duration of this Measure is 30 years, the MR&H Program has been split into two periods; years 1–15, and years 16–30. This program split provides a number of specific benefits:

- It is difficult to determine a comprehensive list of all regional transportation needs 30+ years into the future. This split approach allows a focus on the first 15 years in order to establish a firm need, and a second 15 years that can be flexible.
- It is equally difficult to project 30+ years of revenue. The program split will allow

the Authority and Fresno COG to more accurately predict the first 15 years of revenue and will initiate a “real time” assessment of the second 15 years of funding availability in 2041 for review and acceptance in 2042.

- Transportation innovations have tended to occur at the micro level rather than at the macro. However, macro changes are possible and may be likely. A mid-program review will allow the Authority and Fresno COG, guided by an extensive public engagement effort and input from the 16 local agencies, to adjust the list of projects for the second 15 years to better reflect future transportation needs.

The funding projections for the Measure are provided in Table 3.

TABLE 3

Regional Mobility Program Revenues

Funding Source	30 Year Total 30 Year Period, 2027/28–2056/57	First 15 Years Year 1–15, 2027/28–2041/42	Second 15 Years Year 16–30, 2042/43–2056/57
Measure C Sales Tax	\$997,713,400	\$339,912,500	\$657,800,900
State Transportation Improvement Program (STIP)	\$430,275,000	\$160,830,000	\$269,445,000
Federal Aid (BUILD, RAISE, Etc.)	\$300,000,000	\$112,133,000	\$187,867,000
State Local Partnership (LPP)	\$150,000,000	\$56,066,000	\$93,934,000
State Operations & Maintenance (SHOPP)	\$200,000,000	\$74,755,000	\$125,245,000
Regional Transportation Mitigation Fee	\$450,305,000	\$168,316,000	\$281,989,000
Total	\$2,528,293,400	\$912,012,500	\$1,616,280,900

The funding split between the urban and rural subprograms was based on population, and on the relative highway, street, and road needs of those areas as described in the Table.

This Expenditure Plan contains Tier 1 Urban and Rural Project lists for the County (reference Tables 4 and 5). The Tier 1 projects are included in the initial 15 years of the Measure C Renewal program while the Tier 2 lists are projects potentially eligible for funding in the second 15 years of the Measure C Renewal program. Tier 1 Urban and Rural lists are both committed by approximately 20%. This allows the most significant priorities for the urban and rural areas to begin the project delivery process during the first 15-year period.

It is possible that additional as yet unidentified funding may become available. The region should have projects “shovel-ready” to take advantage of these types of funding opportunities. Should additional funding not materialize, these projects would be eligible for bonding of second period revenues.

A live link to the Measure C Projects interactive map is provided below or head to: <https://bit.ly/measurecrenewal-interactive-map>.

[View Map](#)

Tier 1 projects are shown in Figures 2 and 3. Tier 2 Project Lists can be found in Tables 6 and 7. The Tier 2 lists provide priority projects that will be considered for Measure C Renewal along with other state, federal and local funding in the second half of the Measure (years 16–30). The Tier 2 total costs currently exceed anticipated funding in the second half of the Measure; and may be revised to reflect future project priorities as they are identified through the RTP/SCS planning process and through the Authority’s and Fresno COG’s public engagement process.

The Expenditure Plan also contains \$35 million for improvements at FYI Airport.

Fresno COG and the Authority will conduct biennial MR&H Program reviews and updates, the purpose of which will be to ascertain project delivery status as well as validity of funding availability. Adjustments to delivery schedules and funding contributions may be necessary as a part of these updates.

No later than June 30, 2027, Fresno COG and the Authority will identify projects from the Tier 1 lists for the first seven years of the Measure C Renewal Program. These projects will be selected based on relative priority, deliverability, and cash flow. No later than June 30, 2034, Fresno COG and the Authority will identify projects from the Tier 1 lists for years 7–15 of the Measure C Renewal programs; again, based on relative priorities, deliverability, and cash flow.

Beginning no later than 2041, Fresno COG and the Authority will conduct a comprehensive public engagement process to help guide the effort to establish the list of projects to be funded during the second half of the Measure. No later than 2042, Fresno COG and the Authority will adopt a list of Urban and Rural projects to be funded during the second half of the Measure.

Construction of the Major Road and Highway Safety Improvement and Congestion Relief Program projects and implementation of the local streets and roads and other programs identified in the Expenditure Plan are needed as soon as possible. In order to accomplish this, some level of borrowing may be required. The Authority will determine the extent of borrowing that is reasonable as the program is implemented. Up to \$900 million (13%) of the revenues expected to be generated will be made available for this purpose.

Program Management

If approved by the voters, this Measure C Renewal will require substantially more monitoring, analysis, and reporting than the current Measure. The Authority may seek the assistance of a program management firm and/or additional staff. The primary responsibility of enhanced program management would be to assist with the development and monitoring of performance measures as discussed in the Renewal Expenditure Plan and in these Implementing Guidelines. Enhanced Program Management could also include managing

projects contained within the Major Roads and Highways, Safety Improvement and Congestion Relief Program, and other responsibilities necessary for efficient and effective implementation of the various programs. Enhanced program management responsibilities are part of program and project delivery and separate from Program Administration.

Regional Transportation Mitigation Fee (RTMF) Program

The 2006 Measure C Renewal Expenditure Plan set forth requirements related to implementation of the Regional Transportation Mitigation Fee (RTMF) Program. The 2006 Measure C ballot included requirements for local Fresno County cities and the county (local agencies) to implement Regional Transportation Mitigation Fees pursuant to California Government Code Sections 66000, *et seq.* and remit the proceeds to the FCTA to supplement construction of projects in the Regional Transportation program. The ballot also included enforcement mechanisms to ensure all Fresno County local agencies participated in the program. In response to those requirements, and to implement a consistent regional fee, the local agencies formed a Joint Powers Agency (JPA), Fresno County Regional Transportation Mitigation Fee Agency (FCRTMFA), pursuant to California Government Code Sections 6500, *et seq.*

This Measure Renewal provides for the continuation of the RTMF program established by the 2006 Measure, including all local agency enforcement mechanisms, the perpetuation of the Fresno County RTMF Agency through the life of the Measure and all adopted policies and agreements currently in effect pertaining to the mitigation fee program. The Measure also recognizes that mitigation fees are governed by State law, which changes from time to time, and stipulates implementation of the program shall remain in compliance with California law. California statute currently requires a major update to the NEXUS in 2028, which will revisit how the fee has been spent on current projects, consideration of future projects, adjustments to rates, and all other legal program requirements.

The Authority, consistent with the adopted and updated Measure C Expenditure Plan, shall have the authority and flexibility to allocate the RTMF based upon regional priority need within the county as defined by the biannual update of the Major Roads & Highways, Safety Improvement and Congestion Relief Program consistent with State law governing impact mitigation fees.

No later than June 30, 2027, all Measure C agencies must extend the RTMF JPA established as a part of the second Measure C, consistent with Section 7 of the JPA Agreement. If any city or Fresno County should choose to not implement the RTMF, that agency shall forfeit annually from the Local Control Program, an amount equal to the amount of RTMF that would otherwise have been paid for development projects within that jurisdiction during the year. If an agency chooses to not implement the RTMF, that agency shall notify the Authority of such decision and shall file an advisory report with the Authority for each development indicating the amount of RTMF that would have been paid. The Authority shall make a total calculation of RTMF obligation on an annual basis and deduct the appropriate amount of funds for the RTMF from the Local Control Program allocation for that agency.

TABLE 4**Tier 1 Urban Projects**

Project ID	Title	Description	Agency	Inflated Project Costs
100	SR 41 / SR 168 / SR 180	Urban Freeway Connectors - Operational Improvement Study within the FCMA as of 7/20/2022	Caltrans	\$1,194,052
101	SR 41 / SR 168 / SR 180	Urban Freeway Connectors - Operational Improvements within the FCMA as of 7/20/2022	Caltrans	\$119,405,230
102	SR 41: Friant Rd to Herndon Ave	Widen SB On-Ramp and Add 1 SB Auxiliary Lane - Operational	Caltrans	\$47,762,092
103	SR 41: Herndon Ave to Bullard Ave	Add Auxiliary Lane to SB SR-41 Between Herndon Ave and Bullard Ave	Caltrans	\$29,851,307
104	SR 41 / Shields Avenue	Shields Ave Interchange Improvement: Expand the NB Off Ramp to 2 Lanes for the Full Length	Caltrans	\$11,940,523
105	SR 41: McKinley Ave to Shields Ave	Add Auxiliary Lane to NB SR-41 from McKinley Ave to Shields Ave	Caltrans	\$29,851,307
106	SR 41: Van Ness Ave to San Joaquin River (NB/SB)	SR 41 Corridor Preservation Feasibility Study	Caltrans	\$1,194,052
107	SR 41 / Van Ness Ave Interchange	Modify Interchange to add a Direct SB On-Ramp; Eliminate Broadway St / SR-41 SB On-Ramp; Signalize Ramp Intersections with Van Ness St and Add Ramp Metering to New SB On-Ramp	Caltrans	\$17,910,784
108	SR 41 / SR 180 NB Connector	SR 41/SR 180 EB to NB Connector	Caltrans	\$59,702,615

TABLE 4

Tier 1 Urban Projects

Project ID	Title	Description	Agency	Inflated Project Costs
109	SR 41, SR 99, SR 168, SR 180 Smart Corridor Projects	Smart Corridor Projects (\$5 million / Mile @ 54 Miles Along SR 41, SR 99, SR 168, and SR 180 Within the FCMA as of 7/20/2022) - Operational Improvements - Phase 1	Caltrans	\$89,553,922
110	SR 99 / Ashlan Ave Interchange	Reconstruct Interchange - Includes Golden State Blvd	Caltrans	\$83,583,661
111	SR 168 Owens Mountain Parkway Interchange	Replace At-Grade Intersection with Interchange	Caltrans	\$59,702,615
112	SR 99 / Shaw Ave Interchange	Reconstruct Interchange	Caltrans	\$95,524,184
113	SR 99 / Stanislaus St Interchange	Reconstruct Overcrossing - Operational - Included for eligibility purposes only. 100% State Funding is Anticipated	Caltrans	\$—
114	SR 99 / Tuolumne St Interchange	SR 99/Tuolumne Interchange - Operational - Included for Eligibility Purposes Only. 100% State Funding is Anticipated	Caltrans	\$—
115	SR 168 Interchanges	Various Locations; Fowler Ave, Bullard Ave, Herndon Ave, Shaw Ave, & Temperance Ave	Caltrans	\$29,851,307
116	SR 180 WB to NB SR 99 Connector	Add Additional Lane - Operational	Caltrans	\$23,881,046
117	Blackstone Ave & McKinley Ave BNSF Grade Separation	Grade Separate Blackstone Ave and McKinley Ave to Eliminate Existing BNSF At Grade Crossings - Included for Eligibility Purposes Only. Current Measure C (MC2) Funding is Expected to Complete the Project.	Fresno	\$—

TABLE 4

Tier 1 Urban Projects

Project ID	Title	Description	Agency	Inflated Project Costs
118	Blackstone Bus Rapid Transit (BRT) Corridor: Smart Mobility Improvements	Blackstone Ave between Dakota Ave and SR 180: 6 Lane Divided to 4 Lane Divided with Class IV Bicycle Facilities, Midblock Pedestrian Crossings, Transit and Pedestrian-Scale Improvements	Fresno	\$5,000,000
119	East/West Corridors West of SR 99 (Shaw, Ashlan, Clinton & McKinley Avenues) between SR 99 and Grantland Ave	Corridor Improvements to Widen from 2 Lane Undivided to 4 Lane Divided with Bike Lanes, Sidewalks, Traffic Signals and Synchronization	Fresno	\$40,000,000
120	Herndon Ave: DeWolf Ave to McCall Ave	2 Lane Undivided to 4 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Clovis	\$42,527,367
121	Shepherd Ave: Clovis Ave to Fowler Ave	2 Lane Undivided to 3 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Clovis	\$13,289,802
122	Shepherd Ave: Clovis Ave to Fowler Ave	3 Lane Divided to 4 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Clovis	\$11,960,822
123	Shepherd Ave: Fowler Ave to Armstrong Ave	3 Lane Divided to 4 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd Ave and Armstrong Ave	Clovis	\$7,973,881
124	Temperance Ave: SR 180 to Clinton Ave	Widen from 2 Lane Undivided to 6 Lane Divided with Bike Lanes, Trail, Sidewalks, Curb and Gutter	Fresno	\$10,800,000
Total				\$832,460,570

TABLE 5

Tier 1 Rural Projects

Project ID	Title	Description	Agency	Inflated Project Costs
300	SR 33: Firebaugh to Mendota	Add Passing Lanes Between Firebaugh and Mendota - Operational	Caltrans	\$10,746,471
301	SR 43: SR 99 to Kings County Line	Passing Lanes	Caltrans	\$11,940,523
302	SR 99 / Mendocino Interchange	Modify/Reconstruct Interchange	Caltrans	\$12,800,000
303	SR 99: Mountain View Ave and SR 99	Dual Roundabout Interchange - The project consists of Re- aligned at Highway 99 at the existing Mountain View overcrossing to align and to build roundabout intersection control on both sides. Potential partnership with TCAG. Total Cost \$18M	Caltrans	\$10,746,471
304	SR 99 / SR 43 / Floral Ave Interchange	Reconstruct Interchange - Partial Funding - \$90M Total Cost	Caltrans	\$29,851,307
305	SR 145 (Madera Ave): 0.12 Mile N/O Whitesbridge Ave to 0.25 Mile N/O Nielsen Ave	Widen 2 Lane Undivided to 4 Lane Divided, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Caltrans	\$6,018,024
306	SR 168 / Academy Ave Roundabout	Construct Roundabout - 67% SHOPP Funding	Caltrans	\$4,179,183
307	SR 180 / Academy Ave Intersection	Add Right Turn Channelization - Operational - 50% SHOPP Funding	Caltrans	\$5,970,261
308	SR 180: Between Kerman and Mendota	Add Passing Lanes between Kerman and Mendota - Operational	Caltrans	\$10,746,471
309	SR 180 West: I-5 to Junction SR 33 / SR 180	2 Lane on New E-W Alignment - Phase 1	Caltrans	\$95,524,184

TABLE 5

Tier 1 Rural Projects

Project ID	Title	Description	Agency	Inflated Project Costs
310	SR 198: NAS Lemoore and I-5	Add Passing Lanes between NAS Lemoore and I-5 - Operational	Caltrans	\$10,746,471
311	SR 269 / SR 145	Intersection Improvements - Operational (Roundabout) - 100% State Funding is Anticipated	Caltrans	\$—
312	SR 269 / SR 198	Intersection Improvements - Operational (Roundabout) - 100% State Funding is Anticipated	Caltrans	\$—
313	Academy Ave	Along Academy Ave from SR 99 to SR 168, Reconstruct and Rehabilitate Pavement, Install Traffic Signals or Roundabouts (Safety Improvements), Add Vehicle Turn Lanes, Install High Visibility Crosswalks and Rectangular-Rapid Flashing Beacons, Install Sidewalk, Install Lighting, Add Buffered Bike Lanes and Provision for Connectivity to Potential Future ATP Projects	Various	\$23,881,046
314	Academy Ave - City Limits to Dinuba Ave	Bridge/Roadway Widening	Parlier	\$6,328,477
315	Jayne Ave - Glenn Ave to I-5	2 Lane Undivided to 4 Lane Divided	Fresno County	\$362,992
316	Manning Ave East of SR 99	Along the Corridor from SR 99 to Orange Cove City Limits, Reconstruct and Rehabilitate Pavement, Install Traffic Signals, Add Vehicle Turn Lanes, Provide Crosswalk Improvements, Install Sidewalk, Add Buffered Bike Lanes and Provision for Connectivity to Potential Future ATP Projects	Various	\$9,552,418

TABLE 5**Tier 1 Rural Projects**

Project ID	Title	Description	Agency	Inflated Project Costs
317	Millerton Rd	Friant Rd to Sky Harbor Dr - Widen to 4 Lanes Divided. Total Cost \$40M	Fresno County	\$35,821,569
318	Reed Ave Reconstruction - Phase 2	Reconstruction of Roadway, Increase from 2 Lanes to 4 Lanes, Curb Ramp Upgrades, Overlay, Slurry Seal, Replace Water Lines, Bike Lanes, Curb and Gutter and Sidewalks	Reedley	\$5,000,000
319	Reed Ave - South Ave to SR 180	Widen Reed Ave from 2 Lanes to 4 Lanes from South Ave to SR 180	Reedley	\$29,851,307
Total:				\$320,067,175

FIGURE 2

Tier 1 Urban Project Map

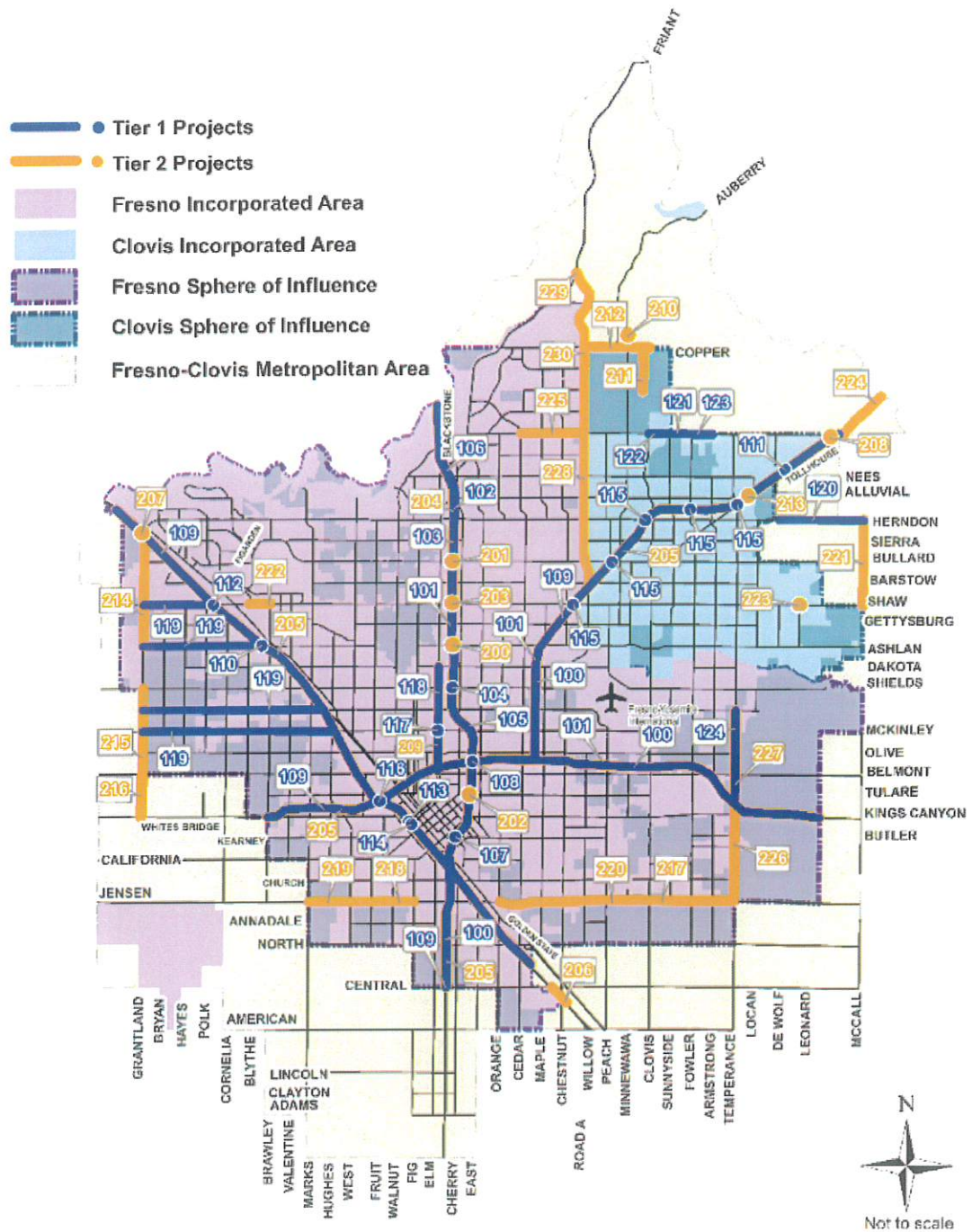


FIGURE 3

Tier 1 Rural Project Map

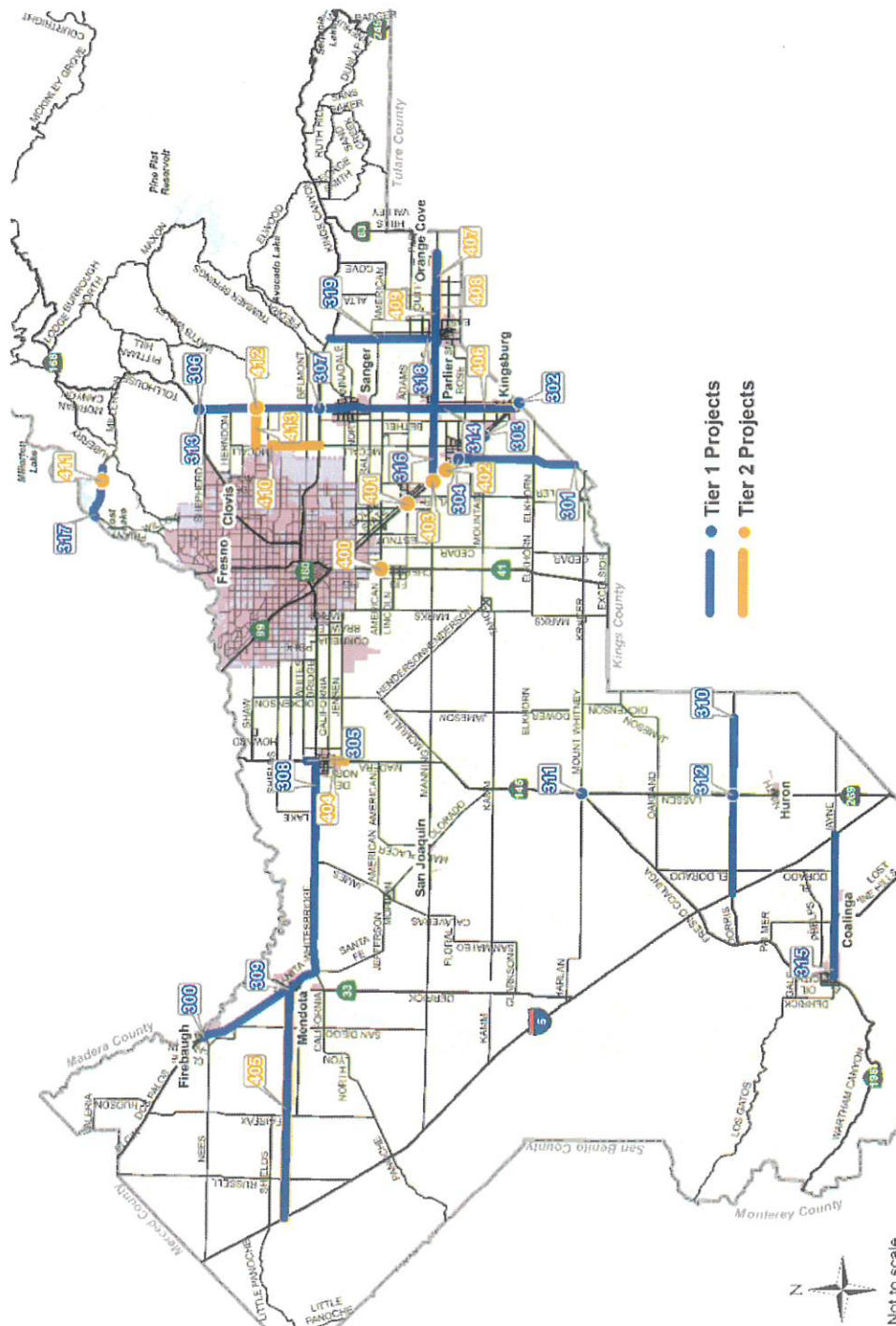


TABLE 6

Tier 2 Urban Projects

Project ID	Title	Description	Agency	Inflated Project Costs
200	SR 41 / Ashlan Ave	Ashlan Avenue Interchange Improvement - Reconfigure Interchange to either a Single Point Urban Interchange (SPUI) or a Diverging Diamond Configuration. Additional Study Required to Determine the Appropriate Design	Caltrans	\$136,133,075
201	SR 41 / Bullard Ave	Bullard Avenue Interchange Improvement - Reconfigure Interchange to either a Single Point Urban Interchange (SPUI) or a Diverging Diamond Configuration. Additional Study Required to Determine the Appropriate Design	Caltrans	\$136,133,075
202	SR 41 / Divisadero St On/Off Ramps	Reconfigure for SB Dual Right Turns; and EB Dual Left Turns on Divisadero at NB On-Ramp	Caltrans	\$4,946,168
203	SR 41 / Shaw Ave	Shaw Avenue Interchange Improvement - Add a 3rd Lane to the SB On Ramp for Ramp Meter Queuing and a 3rd Lane to the SB Off-Ramp at the Terminus	Caltrans	\$30,251,794
204	SR 41: Van Ness Ave to the San Joaquin River	Corridor Preservation Operational Improvement Projects	Caltrans	\$411,424,405
205	SR 41, SR 99, SR 168, SR 180 Smart Corridor Projects	Smart Corridor Projects (\$5 million / Mile @ 54 Miles along SR 41, SR 99, SR 168, and SR 180 within the FCMA as of 7/20/2022) Operational Improvements - Phase 2	Caltrans	\$204,199,613
206	SR 99: Central Ave & Chestnut Ave Interchange	Central Ave / Chestnut Ave / SR 99 - Improve Interchange (Dependent on the Extension of Measure C)	Caltrans	\$164,872,280

TABLE 6**Tier 2 Urban Projects**

Project ID	Title	Description	Agency	Inflated Project Costs
207	SR 99 / Herndon Ave	Widen Undercrossing to 5 Lanes	Fresno	\$32,160,683
208	SR 168 / Shepherd Ave Interchange	New Interchange	Clovis	\$75,758,056
209	Blackstone Bus Rapid Transit (BRT) Corridor - Smart Mobility Improvements	Blackstone Ave between Dakota Ave and SR 180: 6 Lane Divided to 4 Lane Divided with Class IV Bicycle Facilities, Midblock Pedestrian Crossings, Transit and Pedestrian - Scale Improvements	Fresno	\$75,629,486
210	Clovis Ave: Auberry Rd Couplet North of Copper Ave	Construct new 4 Lane divided arterial with bike lanes, traffic signal at Copper and Clovis Avenues	Clovis	\$12,100,718
211	Clovis Ave: Behymer Ave to Copper Ave	Unconstructed to 6 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal	Clovis	\$10,966,276
212	Copper Ave: Willow Ave to Clovis Ave	2 Lane Undivided to 6 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Clovis	\$22,688,846
213	Enterprise Trail	Pedestrian Bridge Over SR 168 East of Temperance	Clovis	\$37,814,743
214	Grantland Ave: Ashlan Ave to N Parkway Dr	4 Lane Divided 6 Lane Divided with Bike Lanes, Sidewalks, Curb, Gutter, and Trail	Fresno	\$9,075,538
215	Grantland Ave: Belmont Ave to Shields Ave	2 Lane Undivided to 4 Lane Divided with Bike Lanes, Sidewalks, Curb, Gutter, and Trail	Fresno	\$14,265,701

TABLE 6**Tier 2 Urban Projects**

Project ID	Title	Description	Agency	Inflated Project Costs
216	Grantland Ave: SR 180 to Belmont Ave	Grantland Ave - SR 180 to Belmont: 2 Lane Undivided to 4 Lane Divided	Fresno	\$10,746,471
217	Jensen Ave: Clovis Ave to Temperance Ave	4 Lane Divided 6 Lane Divided with Class 1 Bike Path / Trail	Fresno	\$18,559,476
218	Jensen Ave: Fruit Ave to Martin Luther King Blvd	2 Lane Undivided to 4 Lane Divided with Bike Lanes, Sidewalks, Curb, Gutter, and Trail	Fresno	\$7,305,808
219	Jensen Ave: Marks Ave to Fruit Ave	2 Lane Undivided to 4 Lane Divided with Bike Lanes, Sidewalks, Curb, Gutter, and Trail	Fresno	\$10,966,276
220	Jensen Ave: Orange Ave to Clovis Ave	4 Lane Divided 6 Lane Divided with Bike Lanes, Sidewalks, Curb, Gutter, and Trail	Fresno	\$32,475,301
221	McCall Ave: Shaw Ave to Shepherd Ave	2 Lane Undivided to 6 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics; Primarily Development Funded	Clovis	\$37,814,743
222	Shaw Ave: Blythe Ave to Brawley Ave	4 Lane Divided to 6 Lane Divided (Retrofit)	Fresno	\$4,053,740
223	Shaw Ave and Leonard Ave	Install Traffic Signal, Widen Shaw Ave for Second Through Lane and Left-Turn Lanes	Clovis	\$1,925,527
224	Shepherd Ave: Armstrong Ave to Del Rey Ave	2- and 3-Lane Undivided to 4 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Clovis	\$30,251,794
225	Shepherd Ave: Cedar Ave to Willow Ave	3 Lane Undivided to 4 Lane Divided with Bike Lanes and Sidewalks, Curb & Gutter	Fresno	\$1,512,590

TABLE 6**Tier 2 Urban Projects**

Project ID	Title	Description	Agency	Inflated Project Costs
226	Temperance Ave: Jensen Ave to Belmont Ave	2 Lane Undivided to 6 Lane Divided with Bike Lanes, Trail, Sidewalks, Curb and Gutter	Fresno	\$27,831,651
227	Temperance Ave: SR 180 to Clinton Ave	Widen from 2 Lane Undivided to 6 Lane Divided with bike lanes, trail, sidewalks, curb and gutter	Fresno	\$20,006,549
228	Willow Ave: Barstow Ave to Copper Ave	Complete widening to 6 Lane Divided Where Needed and Add Bike Lanes	Clovis	\$1,683,512
229	Willow Ave: Copper Ave to Friant Rd	2 Lane Undivided to 4 Lane Divided	Fresno County/ City of Fresno	\$7,425,303
230	Willow Ave: International Ave to Copper Ave Southbound	Willow - International Ave to Copper Ave Southbound: Widen to 3 Lanes	Fresno	\$946,881
Total:				\$1,591,926,081

TABLE 7**Tier 2 Rural Projects**

Project ID	Title	Description	Agency	Inflated Project Costs
400	SR 41: Central Ave to American Ave	Upgrade Existing Intersections to Interchanges	Caltrans	\$143,696,024
401	SR 99 / Adams Interchange	Interchange Improvements	Caltrans	\$30,251,794
402	SR 99 and Dinuba Fly-Over	Construction of Flyover from SR 99 to New Intersection at Golden State Blvd near Dinuba Ave	Selma	\$60,503,589
403	SR 99 / Manning Ave Interchange	Interchange Improvements (Ramp Improvements)	Caltrans	\$22,688,846
404	SR 145 (Madera Avenue): Church Ave to 0.25 Mile S/O Jensen Ave	Widen 2 Lane Undivided to 4 Lane Divided, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Caltrans	\$9,075,538
405	SR 180 West: I-5 to Junction SR 33 / SR 180	2 Lane on New E-W Alignment - Phase 2	Caltrans	\$60,503,589
406	Academy Parkway: Mountain View Ave to Simpson St	New 4 Lane Expressway	Kingsburg	\$9,075,538
407	Manning Ave: Alta Ave to Hill Ave	2 Lane Undivided to 4 Lane Divided	Fresno County/ City of Reedley	\$12,961,381
408	Manning Ave: Buttonwillow Ave to Alta Ave	2 Lane Undivided to 4 Lane Divided	Fresno County/City Reedley	\$16,695,965
409	Manning Ave: Buttonwillow Ave to Englehart Ave	Reconstruct and Widen Manning Ave from 2 to 4 Lanes between Buttonwillow Ave and Englehart Ave	Reedley	\$6,050,359
410	McCall Ave: Griffith Ave to SR 180	Lane Widening - 2 to 4 Lanes	Fresno County	\$15,000,000

Project ID	Title	Description	Agency	Inflated Project Costs
411	Millerton Rd & Marina Dr	Traffic Signal	Fresno County	\$5,294,064
412	Shaw Ave and Academy Ave	Install Traffic Signal; Widen for NB & SB Right-Turn Lanes; WB Right-Turn and Left-Turn Lane; EB Right-Turn Lane	Fresno County	\$2,849,719
413	Shaw Ave: McCall Ave to Academy Ave	2 Lane Undivided to 4 Lane Divided	Fresno County	\$19,875,429
Total:				\$414,521,837

CITIZEN OVERSIGHT COMMITTEE

A Citizen Oversight Committee (COC) was established as a part of the 2006 Measure. That committee's efforts have been helpful in analyzing local agency conformance to Expenditure Plan requirements. Each year their findings are an important part of the Measure C Annual Report. This proposed Measure will continue efforts of the COC with a number of key changes to help increase local agency accountability for Measure C funds spent, and to make it easier to ensure that all COC seats remain filled during the duration of the Measure (reference the Implementing Guidelines available online in June 2022 at www.measurecrenewal.com).

Additional responsibilities and minor changes to COC membership are also included in the Implementing Guidelines. COC responsibilities generally include the following:

- Receive, review, inspect, and recommend action on independent financial and performance audits related to the planning and implementation of the Measure C Extension program.
- Receive, review, and recommend action on other periodic reports, studies, and plans from responsible agencies including the Authority, Fresno COG, the Cities, the County or other agencies. Such reports, studies and plans must be directly related to Measure C Extension programs, revenues, or expenditures.
- Review and comment upon Measure C Extension expenditures to ensure that they are consistent with the Expenditure Plan.
- Annually review how sales tax receipts are being spent and publicize the results.
- Present committee recommendations, findings, and requests to the public and the Authority in a formal annual report.

ADMINISTRATION

Fresno County Transportation Authority Structure Under the Measure C Renewal Extension Program

The Authority will continue to administer the Measure C Renewal Extension Program in compliance with its special enabling legislation. If the Measure C Extension is approved by Fresno County voters in November 2022, the Authority will continue to be responsible for administering the Measure C Programs in accordance with plans and programs outlined in the Renewal Expenditure Plan and subsequent updates of the Plan. In addition, the enabling legislation includes provision for a Citizen Oversight Committee (COC). The COC was formed in 2007 under the current Measure Program. Details regarding the Committee are contained in the Implementing Guidelines. The Expenditure Plan will continue to be prepared by the Authority and Fresno COG and approved by the Fresno COG Policy Board and by the Authority.

The enabling legislation requires that the Authority be represented by nine (9) members including:

- Two (2) members of the Board of Supervisors appointed by the board, consisting of one (1) member from Rural district 1, 4, or 5 and one (1) member from Urban district 2 or 3.
- Two (2) members representing the City of Fresno, consisting of the mayor thereof and a member of the city council of that city appointed by the city council.
- One (1) member representing the City of Clovis appointed by the city council of that city.
- Two (2) members representing the other cities within the county, consisting of one (1) Westside member appointed by a committee comprised of the mayor or each of those cities west of State Route 99, and one (1) Eastside member appointed by a committee comprised of the mayors of each of those cities east of State Route 99.
- Two (2) members of the public-at-large, consisting of one member appointed by the board of supervisors with the appointee residing outside of the incorporated areas of Fresno and Clovis, and one member appointed jointly by the cities of Fresno and Clovis with the appointee residing within the incorporated area of Fresno or Clovis.

The 2006 Measure C Extension added two new members to the Authority Board. These two positions were identified as “Public Members-at-Large” with one seat identified as urban and one as rural. The urban member was to be appointed jointly by the City of Fresno and City of Clovis, while the rural member was to be appointed by the Fresno County Board of Supervisors. It has been difficult to keep the urban seat filled. Under this proposed Measure C Renewal Program, the urban member appointment will remain the responsibility of the two cities and the rural member appointment will be the responsibility of the Board of Supervisors. However, if either position remains unfilled for nine (9) consecutive months, said member(s) will be appointed by the Authority Executive Director. An appointee of the Executive Director will serve a full term, after which the responsible agencies will have an opportunity to choose the successor.

As with the current Measure C Program, the goal of the Authority and Fresno COG will be to continue to fulfill the Promise of Measure C by delivering projects.

PLAN UPDATE AND APPROVAL PROCESSES

Regional Transportation Plan and Sustainable Communities Strategies

In compliance with schedules mandated in federal and State law, Fresno COG regularly prepares the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four (4) years that updates and renews a list of candidate projects for all transportation

modes (streets, highways, public transportation, bikeways, aviation, etc.). If funds are available for any projects beyond those listed in the Renewal Expenditure Plan, they will be drawn from that list. As stated before, all updates of the Renewal Expenditure Plan will be subject to public review and public hearings. While these candidate projects may change and priorities for funding may occur, there are more than enough project needs within the County to be addressed using all types of funding, including Measure C. It will be vital during development of each Expenditure Plan Update to consider financing all transportation modes in order to ensure a balanced and efficient transportation system. All of the projects and programs included in the Expenditure Plan are considered essential to meet the transportation needs of Fresno County.

Measure C Expenditure Plan Update

Fresno COG preforms a biennial update of the approved Expenditure Plan. Fresno COG and Authority staff work with member agencies and affected stakeholders to review and update the Expenditure Plan taking into consideration the status of project delivery, funding availability, and performance indicators. The Fresno COG Policy Board receives the Draft Expenditure Plan and its updates and schedules public hearings to review the Plan. After adoption of any Expenditure Plan updates by the Policy Board, the Plan is transmitted to the Authority for their consideration and approval.

Strategic Implementation Plan

The Authority will prepare a Strategic Implementation Plan which provides detailed guidance to local agencies on the use of Measure C funds. The Authority updates this plan every two years.

Expenditure Plan Amendments

Fresno COG has the primary responsibility for initiating official amendments of the Expenditure Plan. Fresno COG prepares proposed amendments to be considered by the COG Policy Board. Amendments approved by the Policy Board are then transmitted to the Authority for consideration. If approved by the Authority Board, amendments are incorporated into the Expenditure Plan.

The Authority Board may also initiate Expenditure Plan amendments. The Authority shall take all appropriate actions to give highest priority to the projects and programs in the approved Expenditure Plan, and if any amendments delay or delete any project in the initial plan, the Authority shall hold a public hearing and adopt a resolution initiating the amendments.

The Authority shall notify Fresno COG, the Board of Supervisors, and the city council of each city in the county and provide them with a copy of the proposed amendments. The amendment is then approved by the Board of Supervisors and then approved by a majority of the cities constituting a majority of the population residing in the incorporated areas of the county. The proposed amendments shall become effective immediately upon completion of the approval process.

Independent Financial Audits

Currently, the Authority annually commissions independent financial audits of the Measure C programs and receipts. If the Measure is renewed by the voters, the Authority would continue to conduct independent financial audits consistent with its enabling legislation.

Bonding

The FCTA Board may consider bonding of future revenues if project needs, and deliverability exceed cash flow. Bonding will not be used until first determining that the benefits of accelerated project or program delivery outweigh the additional cost of interest on narrowed funds.

FOR MORE INFORMATION

Contact the Authority or Fresno COG to inquire about the Measure C Renewal Extension process, discuss the candidate projects and programs contained in this Plan or to learn more about the current Measure C Extension Program.

Fresno Council of Governments

Fresno COG

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Visit the Fresno COG Website at www.fresnocog.org for more information, to sign up for our email list, and to receive updates on Measure C planning activities.

Visit the Authority Website at www.measurec.com for more information, to sign up for our email list, and to receive updates on current Measure C projects.

A copy of the implementing guidelines will be available June 2022 at:

www.measurecrenewal.com



APPENDIX A

Draft Measure C Renewal Ballot Language

Without raising tax rates, shall an ordinance to repair potholes, keep local roads in good condition; upgrade structurally declining bridges/overpasses; improve highway safety, 911 emergency vehicle access, air quality, public transit services; protect low-cost senior transportation options and create local jobs; be adopted, continuing the voter-approved transportation ½¢ sales tax (established 1986), providing approximately \$228 million annually for 30 years; requiring audits, public oversight/spending disclosure, local control?

APPENDIX B

Local Program Allocations by Agency

Agency	Percentage	MC3 30-Year Allocation
Clovis	10.83 %	\$519,210,059
Coalinga	1.55 %	\$74,562,264
Firebaugh	0.77 %	\$36,943,703
Fowler	0.68 %	\$32,599,858
Fresno	48.13 %	\$2,307,800,260
Huron	0.69 %	\$33,128,585
Kerman	1.48 %	\$71,008,461
Kingsburg	1.29 %	\$61,935,554
Mendota	1.12 %	\$53,838,196
Orange Cove	0.92 %	\$44,073,084
Parlier	1.41 %	\$67,641,387
Reedley	2.38 %	\$114,213,410
San Joaquin	0.43 %	\$20,611,555
Sanger	2.51 %	\$120,149,116
Selma	2.24 %	\$107,380,161
County of Fresno	23.57 %	\$1,130,223,774
Total	100 %	\$4,795,319,460

Urban area receives the majority of the funding.

Transit Agency	Formula	Measure C 3 30-Year
Clovis	10 %	\$81,195,300
FAX	70 %	\$568,367,100
FCRTA	20 %	\$162,390,600
Total	100 %	\$811,953,000

Transit allocation split 70% FAX, 20% FCRTA, and 10% Clovis Transit. Estimates only and subject to change.