

2022

# Measure C Renewal Expenditure Plan

DRAFT 3

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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

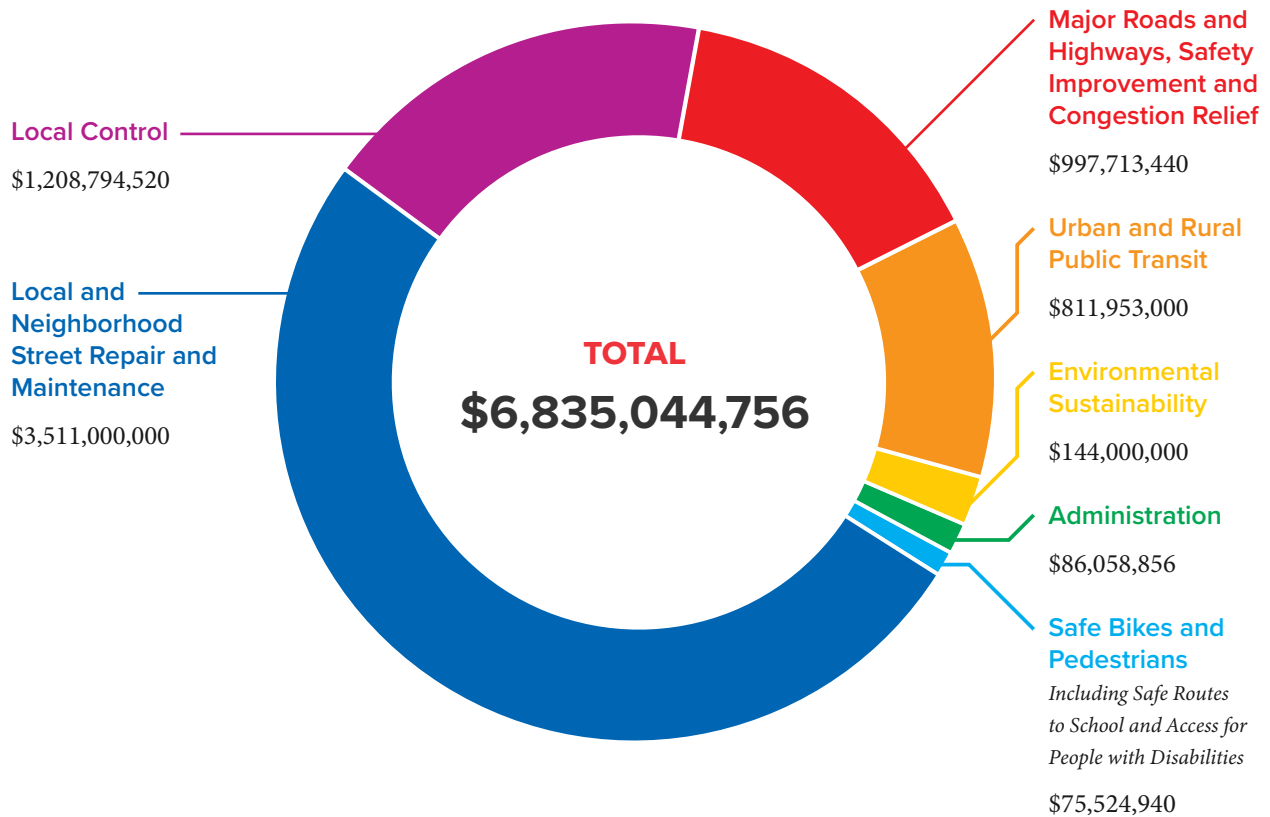
## The Measure C Renewal Program

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                              • Events  
  Workshops
- Community Group                  • Virtual meetings  
  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 particulate 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/](http://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](http://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.

	Measure C Renewal Program	Percent of Total <sup>1</sup>	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
	<b>Total</b>	<b>100%</b>	<b>\$ 6,835,044,756</b>

<sup>1</sup> Percentages Rounded to the nearest whole number.



## Local and Neighborhood Street Repair and Maintenance

1

***\$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.

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.

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 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 script” to seniors (70 years or older) and the disabled resulting in better service to people 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 Orientated 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%
<b>Total</b>		<b>2%</b>

## 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 Transpo Imp. 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 Operation & Manut (SHOPP)	\$ 200,000,000	\$ 74,755,000	\$ 125,245,000
Regional Trans. Mitigation	\$ 450,305,000	\$ 168,316,000	\$ 281,989,000
<b>Total</b>	<b>\$ 2,528,293,400</b>	<b>\$ 912,012,500</b>	<b>\$ 1,616,280,900</b>

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:

[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
2.1	SR 180 / SR 41 / 168	Urban Freeway Connectors Operational Improvement Study	Caltrans	\$ 1,194,052
2.2	SR 180 / SR 41 /168	Urban Freeway Connectors Operational Improvements	Caltrans	\$ 119,405,230
3	SR 180 WB to NB/ SR 99 connector	Add additional lane Operational	Caltrans	\$ 23,881,046
5	SR 41: Friant to Herndon: SB On- Ramp & Auxiliary Lane	Widen SB On-Ramp and Add 1 SB Auxiliary Lane Operational	Caltrans	\$ 47,762,092
7	SR 41: Herndon Ave to Bullard Ave	Add an auxiliary lane to SB SR-41 between Herndon Ave to Bullard Ave	Caltrans	\$ 29,851,307
8	SR 41: McKinley Ave to Shields Ave	Add an auxiliary lane to NB SR-41 from McKinley Ave to Shields Ave	Caltrans	\$ 29,851,307
9	SR 41: Van Ness Ave to San Joaquin River (NB/SB)	SR41 Corridor Preservation Feasibility Study	Caltrans	\$ 1,194,052
16	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) Operational Improvements—Phase 1	Caltrans	\$ 89,553,922
18	SR 41/SR 180 NB Connector	SR 41/SR 180 EB to NB Connector	Caltrans	\$ 59,702,615
22	SR 99/Shaw Interchange	Reconstruct Interchange	Caltrans	\$ 95,524,184
46	SR 168 Owen Mountain Interchange	Replace at-grade intersection with Interchange	Caltrans	\$ 59,702,615
1, 42, 43, 44, 45, 49	SR 168 Interchange Improvements	Various Locations; Fowler, Bullard, Herndon, Shaw, & Temperance	Caltrans	\$ 29,851,307

**TABLE 4****Tier 1 Urban Projects**

Project ID	Title	Description	Agency	Inflated Project Costs	
51	Blackstone McKinley BNSF Grade Separation	Grade Separate Blackstone and McKinley Avenues to eliminate existing BNSF At Grade Crossings—Include for eligibility purposes only; MC2 should complete project	Fresno		
14	SR 41/Shields Avenue	Shields Avenue Interchange Improvement: Expand the NB off ramp to 2 lanes for the full length	Caltrans	\$	11,940,523
15	SR 41/Van Ness Interchange Improvements	Modify interchange to add a direct southbound on-ramp; eliminate Broadway/SR-41 southbound on-ramp; signalize ramp intersections with Van Ness and add ramp metering to new southbound on-ramp.	Caltrans	\$	17,910,784
20	SR 99/Ashlan Interchange	Reconstruct Interchange—Include Golden State Blvd.	Caltrans	\$	83,583,661
23	SR 99/Stanislaus Interchange	Reconstruct Overcrossing Operational. Included for eligibility purposes only; Caltrans should complete	Caltrans		
24	SR 99/Tuolumne Interchange	SR 99/Tuolumne Interchange Operational. Included for eligibility purposes only; Caltrans should complete	Caltrans		
54	Grantland Avenue: SR 180 to Belmont	Grantland Avenue—SR 180 to Belmont: 2 Lane Undivided to 4 Lane Divided	Fresno	\$	10,746,471
55	Grantland: Belmont to Shields	2 Lane Undivided to 4 Lane Divided with bike lanes, sidewalks, curb, gutter, trail	Fresno	\$	14,265,701
76	Temperance: SR-180 to Clinton	Widen from 2 Lane Undivided to 6 Lane Divided with bike lanes, trail, sidewalks, curb and gutter	Fresno	\$	30,806,549

**TABLE 4****Tier 1 Urban Projects**

Project ID	Title	Description	Agency	Inflated Project Costs	
30	Herndon: DeWolf to McCall	2 Lane Undivided to 4 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Clovis	\$	42,527,367
36	Shepherd: Clovis to Fowler	2 Lane Undivided to 3 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Clovis	\$	13,289,802
37	Shepherd: Clovis to Fowler	3 Lane Divided to 4 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Clovis	\$	11,960,822
38	Shepherd: Fowler to Armstrong	3 Lane Divided to 4 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd and Armstrong	Clovis	\$	7,973,881
<b>Total</b>				<b>\$</b>	<b>832,479,291</b>

**TABLE 5****Tier 1 Rural Projects**

Project ID	Title	Description	Agency	Inflated Project Costs
94	SR 145: Madera Avenue—0.12 Mile N/O Whitesbridge to 0.25 Mile N/O Nielsen	Widen 2 LU to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Caltrans	\$ 6,018,024
96	SR 168/Academy Roundabout	Construct Roundabout—67% SHOPP Funding	Caltrans	\$ 4,179,183
97	SR 180/Academy intersection improvements	Add right turn channelization Operational—50% SHOPP Funding	Caltrans	\$ 5,970,261
98	SR 180 Passing Lanes	Add passing lanes between Kerman and Mendota Operational	Caltrans	\$ 10,746,471
99	SR 180 W-I-5 to Junction SR 33/ SR180: 2 Lane on E-W Alignment	2 Lane on New E-W Alignment—Phase 1	Caltrans	\$ 95,524,184
100	SR 198 Passing Lanes	Add passing lanes between NAS Lemoore and I-5 Operational	Caltrans	\$ 10,746,471
101	SR 269/SR 145	Intersection Improvements Operational (Roundabout)—100% SHOPP Funding	Caltrans	
102	SR 269/SR 198	Intersection Improvements Operational (Roundabout)—100% SHOPP Funding	Caltrans	
103	SR 33 Passing Lanes	Add passing lanes between Firebaugh and Mendota Operational	Caltrans	\$ 10,746,471
104	SR 43: SR 99 to Kings County Line	Passing Lanes	Caltrans	\$ 11,940,523
105	SR 99/Mendocino Interchange	Modify/Reconstruct Interchange	Caltrans	
107	SR 99/SR 43: Floral Interchange	Reconstruct interchange—Partial Funding \$90M total cost	Caltrans	\$ 29,851,307

**TABLE 5****Tier 1 Rural Projects**

Project ID	Title	Description	Agency	Inflated Project Costs
108	SR 99: Mountain View and Highway 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
110	Jayne Avenue: Glenn to I-5	2 Lane Undivided to 4 Lane Divided	Fresno County	\$ 362,992
116	Academy Avenue City Limits to Dinuba	Bridge/Roadway Widening	Parlier	\$ 6,328,477
118	Reed Avenue Reconstruction Phase 2	Reconstruction of roadway, increase from two lanes to four lanes, curb ramp upgrades, overlay, slurry seal, replace water lines, bike lanes, curb and gutter and sidewalks	Reedley	
119	Reed Avenue Widening	Widen Reed Avenue from two lanes to four lanes from South Avenue to the SR 180	Reedley	\$ 29,851,307
121	Academy Avenue	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

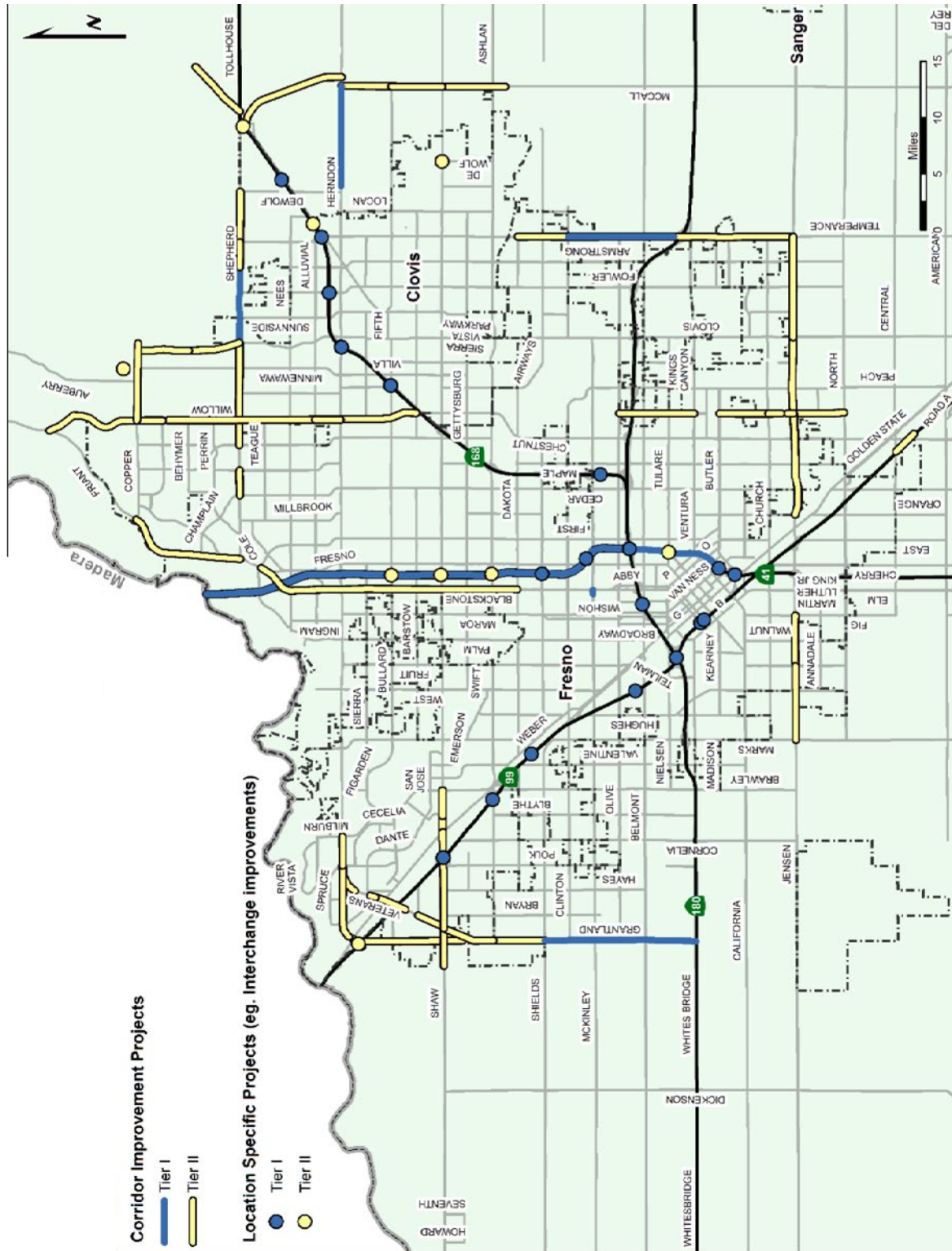
**TABLE 5****Tier 1 Rural Projects**

Project ID	Title	Description	Agency	Inflated Project Costs	
122	Manning Avenue E/O 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
123	Millerton Road	Friant to Sky Harbor, widen to 4 lanes divided; Total Cost \$40M	Fresno County	\$	35,821,569
<b>Total</b>				<b>\$</b>	<b>302,267,175</b>



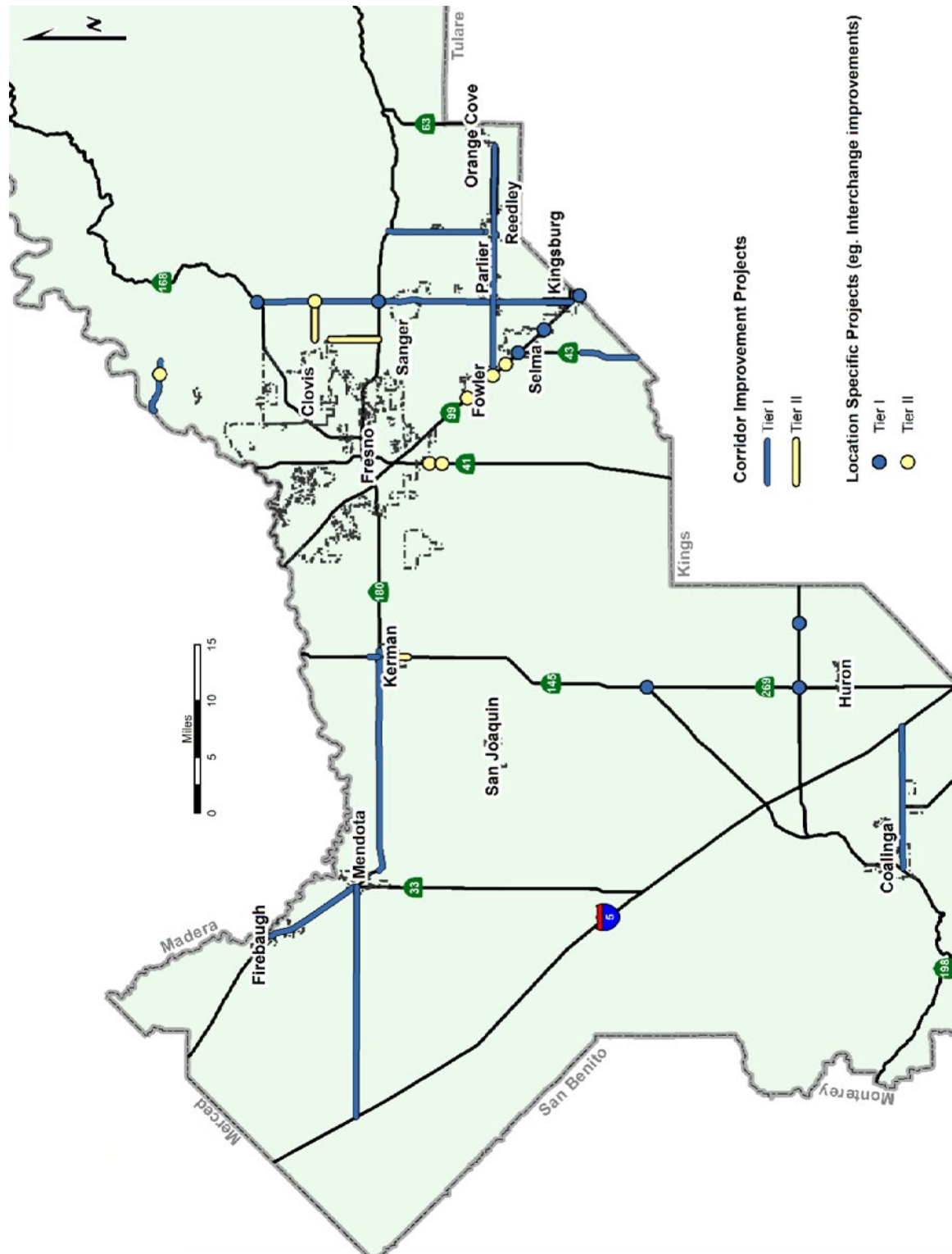
**FIGURE 2**

# 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
9	SR 41: Van Ness Ave to San Joaquin River	Corridor Preservation Operational Improvement Projects	Caltrans	\$ 411,424,405
21	SR 99/Herndon: Widen Undercrossing	Widen Undercrossing to 5 Lanes	Fresno	\$ 32,160,683
12	SR 41/Divisadero: on/off ramps	Reconfigure for SB dual rights; and EB dual lefts on Divisadero at NB on-ramp	Caltrans	\$ 4,946,168
16	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) Operational Improvements—Phase 2	Caltrans	\$ 204,199,613
25	SR 99 Interchange: Central & Chestnut	Central/Chestnut/SR 99-Improve Interchange (Dependent on extension of Measure)	Caltrans	\$ 164,872,280
27	Clovis: Behymer to Copper	Unconstructed to 6 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal	Clovis	\$ 10,966,276
48	SR 168/Shepherd Interchange	New Interchange	Clovis	\$ 75,758,056
	Blackstone BRT Corridor Smart Mobility Improvements	Blackstone south of Dakota: 6 Lane Divided to 4 Lane Divided with Class IV bicycle facilities, midblock pedestrian crossings, transit and pedestrian-scale improvements	Fresno	\$ 75,629,486

**TABLE 6****Tier 2 Urban Projects**

Project ID	Title	Description	Agency	Inflated Project Costs
10	SR 41/ Ashlan Avenue	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
11	SR 41/ Bullard Avenue	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
13	SR 41/ Shaw Avenue	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
31, 32, 33, 34	McCall: Shaw to Shepherd	2 Lane Undivided to 6 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics; Primarily Developmnet Funded	Clovis	\$ 37,814,743
35, 39, 40	Shepherd: Armstrong to Del Rey	3 Lane Undivided to 4 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Clovis	\$ 30,251,794
50	Willow: Barstow to Copper	Complete widening to 6 Lane Divided where needed and add bike lanes	Clovis	\$ 1,683,512
53, 56, 57	Grantland Ave: Ashlan to Parkway	4 Lane Divided 6 Lane Divided with bike lanes, sidewalks, curb, gutter, trail	Fresno	\$ 9,075,538

**TABLE 6****Tier 2 Urban Projects**

Project ID	Title	Description	Agency	Inflated Project Costs
64	Jensen: Orange to Clovis	4 Lane Divided 6 Lane Divided with bike lanes, sidewalks, curb, gutter, trail	Fresno	\$ 32,475,301
65	Jensen: Clovis to Temperance	4 Lane Divided 6 Lane Divided with Class 1 bike path/trail	Fresno	\$ 18,559,476
66	Jensen: Fruit to Martin Luther King Blvd	2 Lane Undivided to 4 Lane Divided with bike lanes, sidewalks, curb, gutter, trail	Fresno	\$ 7,305,808
67	Jensen: Marks to Fruit	2 Lane Undivided to 4 Lane Divided with bike lanes, sidewalks, curb, gutter, trail	Fresno	\$ 10,966,276
68	Shaw: Blythe to Brawley	4 Lane Divided 6 Lane Divided (retrofit)	Fresno	\$ 4,053,740
73	Shaw Ave: Garfield to Polk	Widen from 2 Lane Undivided to 4 Lane Divided with bike lanes, sidewalks, traffic signals and synchronization	Fresno	\$ 12,236,851
74, 75	Shepherd: Cedar to Willow	3 Lane Undivided to 4 Lane Divided with bike lanes and sidewalks, curb and gutter	Fresno	\$ 1,512,590
77	Temperance: Jensen to Belmont	2 Lane Undivided to 6 Lane Divided with bike lanes, trail, sidewalks, curb and gutter	Fresno	\$ 27,831,651
88	Willow: International to Copper Southbound	Willow-International to Copper Southbound: Widen to 3 Lanes	Fresno	\$ 946,881
89	Shaw and Leonard	Install Traffic signal, widen Shaw for second through lane and left-turn lanes	Fresno County	\$ 1,925,527

**TABLE 6****Tier 2 Urban Projects**

Project ID	Title	Description	Agency	Inflated Project Costs
90	Willow: Copper to Friant	2 Lane Undivided to 4 Lane Divided	Fresno County/ City of Fresno	\$ 7,425,303
129	Copper: Willow to Clovis	2 Lane Undivided to 6 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Clovis	\$ 22,688,846
130	Enterprise Trail	Pedestrian Bridge over SR 168 East of Temperance	Clovis	\$ 37,814,743
131	Clovis: Auberry Couplet north of Copper	Need Scope	Fresno County	\$ 12,100,718
<b>Total</b>				<b>\$ 1,559,144,211</b>

**TABLE 7****Tier 2 Rural Projects**

Project ID	Title	Description	Agency	Inflated Project Costs	
99	SR 180 W-I-5 to Junction SR 33/SR 180	2 Lane on New E-W Alignment— Phase 2	Caltrans	\$	60,503,589
125	SR 99/Manning Ave Interchange	Interchange Improvements (Ramp Improvements)		\$	22,688,846
128	Millerton & Marina Drive Traffic Signal	Traffic Signal	Fresno County	\$	5,294,064
95	SR 145 Madera Avenue: Church to 0.25 Mile S/O Jensen	Widen 2 Lane Undivided to 4 Lane Divided, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Caltrans	\$	9,075,538
111	Manning: Alta to Hill	2 Lane Undivided to 4 Lane Divided	Fresno County/City of Reedley	\$	12,961,381
112	Manning: Buttonwillow to Alta	2 Lane Undivided to 4 Lane Divided	Fresno County/City Reedley	\$	16,695,965
113	Shaw: McCall to Academy	2 Lane Undivided to 4 Lane Divided	Fresno County	\$	19,875,429
114	Shaw and Academy	Install Traffic Signal; widen for Northbound and southbound right-turn lanes; Westbound right-turn and left-turn lane; Eastbound right-turn lane	Fresno County	\$	2,849,719
115	Academy Parkway: Mountain View to Simpson: 4 Lane Expy	New 4 Lane Expressway	Kingsburg	\$	9,075,538

Project ID	Title	Description	Agency	Inflated Project Costs
117	Manning Ave-Buttonwillow to Englehart: Widening and Reconstruction	Reconstruct and widen Manning Ave from 2 to 4 lanes between Buttonwillow Ave and Englehart Ave	Reedley	\$ 6,050,359
120	SR 99 and Dinuba Flyover	Construction of Flyover from State Route 99 to new intersection at Golden State Boulevard near Dinuba Ave	Selma	\$ 60,503,589
124	SR41 Central and American	Upgraded existing intersections to interchanges	Caltrans	\$ 143,696,024
126	SR 99/Adams Interchange	Interchange Improvements		\$ 30,251,794
127	McCall: Griffith to 180	Lane Widening—2-4 Lanes	Fresno County	
<b>Total</b>				<b>\$ 399,521,837</b>

# 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](http://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](http://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](http://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](http://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?