

**2022**

# **Measure C Renewal Expenditure Plan**

## **Implementing Guidelines**

**FINAL**

**JULY 20, 2022**



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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.

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# **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.
- Fare revenues.
- Vehicle service hours.
- Vehicle service miles.
- Number of passengers.
- 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.

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# 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.



## 5

# 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	

## 6

# 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*

**ADD** 2035 Tulare Street, Suite 201  
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**PH** (559) 233-4148

**FAX** (559) 233-9654

**WEB** [www.fresnocog.org](http://www.fresnocog.org)

**Fresno County Transportation Authority**

**ADD** 2220 Tulare Street, Suite 2101  
Fresno, CA 93721

**PH** (559) 600-3282

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**WEB** [www.measurec.com](http://www.measurec.com)

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 is available at:

[www.measurecrenewal.com](http://www.measurecrenewal.com)