

Measure C Extension Strategic Implementation Plan

Approved by:

Fresno County Transportation Authority Board May 29, 2013

Revised: May 2018



Measure C Extension Strategic Implementation Plan

Prepared For:



Fresno Council
of Governments

Prepared By:



Approved: May 29, 2013
Revised: May 2018



Measure C

Expenditure Plan Amendments

<i>Amendment #</i>	<i>Amendment Description</i>	<i>Fresno COG Approval Date</i>	<i>FCTA Approval Date</i>
1	Establishes the new Measure C High-Speed Rail Facilities Program (\$25 million allocation)	September 30, 2010	October 20, 2010
2	Modifies the Pedestrian Trails Subprogram to allow some Measure C funded maintenance activities on trails constructed or extended at least partially with non-Measure C revenue	January 29, 2015	February 25, 2015
2A	Amendment #2A made the provisions of Amendment #2 permanent	July 27, 2017	August 16, 2017
3	Modifies Amendment #1 and makes available \$500,000 of the \$25 million set aside for the High-Speed Rail Facilities Program to secure properties necessary for the Fresno site of the California High-Speed Rail HMF prior to the selection of the facility site by the CHSRA	January 26, 2017	February 8, 2017
4	Modifies the Pedestrian and Bicycle Facilities Subprogram to include construction of Class III and IV Bicycle Facilities and to allow other types of bicycle facilities approved for use in California by inclusion in Caltrans Highway Design Manual (HDM)	July 27, 2017	August 16, 2017
5	Provides matching funds (50%) from the Measure C Regional Transportation Program on a one-for-one basis to a Caltrans grant for increased litter abatement activities for a 2-year period beginning on April 18, 2018. The other 50% of matching funds would come from any Measure C eligible agency that chooses to participate in the program	March 30, 2018	April 18, 2018

Measure C

Regional Transportation Program and SIP Updates

<i>Revision #</i>	<i>Revision Description</i>	<i>Fresno COG Acceptance Date</i>	<i>FCTA Acceptance Date</i>
1	Approved the Regional Transportation Program – Short-Term Funding Program	January 29, 2009	February 18, 2009
2	Updated the Regional Transportation Program – Short-Term Funding Program and published the first Regional Transportation Program, Local Transportation Program, and Other Funding Programs Handbooks	November 19, 2009	December 16, 2009
3	Updated the Regional Transportation Program – Short-Term Funding Program	November 18, 2010	December 8, 2010
4	Prepared the first Measure C Strategic Implementation Plan incorporating the Handbooks and revising the Regional Transportation Program – Short-Term Funding Program	March 28, 2013	May 29, 2013
5	2014-15 Update to the Measure C Extension Regional Transportation Program Expenditure Plan	May 28, 2015	June 10, 2015
6	2017-18 Update to the Measure C Extension Regional Transportation Program Expenditure Plan	November 16, 2017	December 6, 2017
7	Revised Measure C Strategic Implementation Plan updating each Measure C Program, Subprogram, and Category resulting from Expenditure Plan Amendments 2A – 4 (referenced above), as well as other necessary revisions	N/A	May 2018

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Measure C

Strategic Implementation Plan

INTRODUCTION

Measure C Extension – ½ Cent Transportation Sales Tax Program

When voters approved Measure C on the November 7, 2006 ballot, they authorized the Fresno County Transportation Authority (FCTA or Authority) to continue a ½-cent retail transaction and use tax over twenty years (between July 1, 2007 and June 30, 2027). The Sales Tax Extension would provide an estimated \$1.714 billion in new revenues for transportation improvements according to financial projections originally estimated through the Year 2027 and as noted in the 2006 Expenditure Plan. The funds are collected by the State Board of Equalization (BOE) beginning on July 1, 2007 and are sent to the Authority. As a result, claims for reimbursement will only be approved for project costs that were expended after that date.

The Authority will disburse funds in accordance with this Strategic Implementation Plan (SIP) monthly following the first allocation. By May of each year, the Authority will provide an estimate of the amount of Measure C funds available for the next Fiscal Year. Final annual allocation estimates will be provided no later than June prior to the new Fiscal Year. The current estimate of Measure C funds over the 20-years is based upon information provided by the Authority's Financial Advisor. The Expenditure Plan is intended to identify how the funds would be allocated over the 20-year period and includes general implementing guidelines for each of the six funding programs. This SIP references and details the implementing guidelines and other provisions of the Measure C Extension Expenditure Plan (reference Appendix A) and further identifies the most recent annual funding for each of the Measure C programs, subprograms, and categories. The SIP will be updated biennially in accordance with provisions referenced in the Expenditure Plan.

The following Measure C Funding programs, subprograms, and categories involve allocations or funds from Measure C Extension sales tax revenues. These funding allocations, as identified in Table 1, are eligible to be claimed by Fresno County cities, the County, the Fresno County Rural Transit Agency (FCRTA), the Fresno Council of Governments (Fresno COG or FCOG), and other eligible entities. Table 1 reflects the most recent projected 20-year and annual funding amounts by program, subprogram and category as referenced in the Expenditure Plan. Table 2 provides an overview of the funding estimate expected for the most recent fiscal year. These tables will be updated and reflected in the next SIP update.

TABLE 1

MEASURE C EXTENSION STRATEGIC IMPLEMENTATION PLAN

Multi-Modal Funding Allocation Program

MEASURE C REAUTHORIZATION SALES TAX REVENUE	20 YEAR MEASURE C FUNDING TOTAL ^{*3}	AVERAGE ANNUAL MEASURE C FUNDING TOTAL	% OF MEASURE C FUNDING
	\$1,409,265,791	\$70,463,290	100.00%
FUNDING ALLOCATION PROGRAMS			
1. Regional Public Transit Program	\$338,753,169	\$16,937,658	24.0%
<i>Public Transit Agencies</i>	<i>\$277,101,900</i>	<i>\$13,855,095</i>	<i>19.7%</i>
Fresno Area Express (FAX)	\$193,173,974	\$9,658,699	13.7%
Clovis Transit	\$27,701,970	\$1,385,098	2.0%
Fresno County Rural Transit Agency (FCRTA)	\$56,225,957	\$2,811,298	4.0%
<i>Public Transportation Infrastructure Study (PTIS) / Transit Consolidation</i>	<i>\$4,192,286</i>	<i>\$209,614</i>	<i>0.3%</i>
<i>ADA / Seniors / Paratransit</i>	<i>\$11,261,632</i>	<i>\$563,082</i>	<i>0.8%</i>
<i>Ag Worker & Carpool/Vanpool</i>	<i>\$16,358,137</i>	<i>\$817,907</i>	<i>1.2%</i>
Ag Worker	\$8,179,068	\$408,953	0.6%
Carpool/Vanpool	\$8,179,068	\$408,953	0.6%
<i>New Technology Reserve</i> (If construction is not imminent in 15 years, money will be reallocated based on greatest need)	<i>\$29,839,214</i>	<i>\$1,491,961</i>	<i>2.1%</i>
2. Local Transportation Program	\$487,949,238	\$24,397,462	34.6%
<i>Local Allocation</i>	<i>\$431,805,483</i>	<i>\$21,590,274</i>	<i>30.6%</i>
Street Maintenance (50% of Local Allocation)	\$215,902,742	\$10,795,137	15.3%
ADA Compliance (1.75% of Local Allocation) ^{*1}	\$7,556,596	\$377,830	0.5%
Flexible Funding (48.25% of Local Allocation)	\$208,346,146	\$10,417,307	14.8%
<i>Pedestrian/Trails</i>	<i>\$43,813,501</i>	<i>\$2,190,675</i>	<i>3.11%</i>
Urban (Clovis and Fresno Spheres of Influence)	\$30,414,626	\$1,520,731	2.16%
Rural	\$13,398,876	\$669,944	0.95%
<i>Bicycle Facilities</i>	<i>\$12,330,254</i>	<i>\$616,513</i>	<i>0.9%</i>
3. Regional Transportation Program	\$428,106,407	\$21,405,320	30.4%
<i>Urban (50%)</i>	<i>\$207,066,060</i>	<i>\$10,353,303</i>	<i>14.7%</i>
<i>Rural (50%)</i>	<i>\$207,066,060</i>	<i>\$10,353,303</i>	<i>14.7%</i>
<i>Fresno Airports</i>	<i>\$13,974,287</i>	<i>\$698,714</i>	<i>1.0%</i>
4. Alternative Transportation Program ^{*2}	\$84,256,733	\$4,212,837	6.0%
<i>Rail Consolidation</i> (If construction is not imminent in 15 years, money will be used for grade separations instead)	<i>\$84,256,733</i>	<i>\$4,212,837</i>	<i>6.0%</i>
5. Environmental Enhancement Program	\$49,156,611	\$2,457,831	3.5%
<i>School Bus Replacement</i>	<i>\$32,798,475</i>	<i>\$1,639,924</i>	<i>2.3%</i>
<i>Transit Oriented Development (TOD)</i>	<i>\$16,358,137</i>	<i>\$817,907</i>	<i>1.2%</i>
6. Administration/Planning Program	\$21,043,633	\$1,052,182	1.5%
<i>Fresno County Transportation Authority (FCTA)</i>	<i>\$13,974,287</i>	<i>\$698,714</i>	<i>1.0%</i>
<i>Fresno Council of Governments (Fresno COG or FCOG)</i>	<i>\$7,069,345</i>	<i>\$353,467</i>	<i>0.5%</i>

^{*1} Jurisdictions receiving less than \$200,000 annually from the total local transportation funds available will be exempt from the provision. (Likely exempt jurisdictions would be Firebaugh, Fowler, and San Joaquin).

^{*2} With adoption of the Measure C Extension Expenditure Plan – Amendment #1 (October 2010), and confirmation from the California High Speed Rail Authority that Fresno will be chosen as the location for their High-Speed Rail Heavy Maintenance Facility, \$25 million of the existing balance of the Measure C Alternative Transportation Program would be transferred to the new Measure C High-Speed Rail Facilities Program account. Further, Amendment #3 to the Expenditure Plan (February 2017) provided for the immediate transfer of \$500,000 from the Alternative Transportation Program to the High-Speed Rail account for use by the City of Fresno to obtain escrow agreements with the owners of the properties necessary for the Fresno location of the Heavy Maintenance Facility. These escrow agreements are non-refundable and are not subject to selection of the Fresno site by the High-Speed Rail Authority.

^{*3} 20-year Measure C Revenue Projection estimated by VRPA Technologies, Inc. considering actual proceeds received between 2007/08 and 2016 /17 and budget estimates approved by FCTA for FY 2017/18. A 2.5 percent growth rate was then applied to estimate Measure proceeds for years 2018/19 through 2026/27 considering information contained in the approved FY 2017/18 FCTA Budget.

TABLE 2

MEASURE C EXTENSION STRATEGIC IMPLEMENTATION PLAN

Multi-Modal Funding Allocation Program

Fiscal Year 2017/18 Estimated Funding Allocation

MEASURE C REAUTHORIZATION SALES TAX REVENUE	FY 2017/2018 MEASURE C FUNDING ESTIMATE ^{*3}	% OF MEASURE C FUNDING
	\$72,073,349	100.00%
FUNDING ALLOCATION PROGRAMS		
1. Regional Public Transit Program	\$17,297,603	24.0%
<i>Public Transit Agencies</i>	<i>\$14,169,621</i>	<i>19.7%</i>
Fresno Area Express (FAX)	\$9,874,049.00	13.7%
Clovis Transit	\$1,419,845.00	2.0%
Fresno County Rural Transit Agency (FCRTA)	\$2,875,727.00	4.0%
<i>Public Transportation Infrastructure Study (PTIS) / Transit Consolidation</i>	<i>\$209,013</i>	<i>0.3%</i>
<i>ADA / Seniors / Paratransit</i>	<i>\$569,379</i>	<i>0.8%</i>
<i>Ag Worker & Carpool/Vanpool</i>	<i>\$836,050</i>	<i>1.2%</i>
Ag Worker	\$418,025	0.6%
Carpool/Vanpool	\$418,025	0.6%
<i>New Technology Reserve</i> (If construction is not imminent in 15 years, money will be reallocated based on greatest need)	<i>\$1,513,540</i>	<i>2.1%</i>
2. Local Transportation Program	\$24,937,379	34.6%
<i>Local Allocation</i>	<i>\$22,054,445</i>	<i>30.6%</i>
Street Maintenance (50% of Local Allocation)	\$9,493,230	15.3%
ADA Compliance (1.75% of Local Allocation) ^{*1}	\$332,263	0.5%
Flexible Funding (48.25% of Local Allocation)	\$9,160,966	14.8%
<i>Pedestrian/Trails</i>	<i>\$2,234,274</i>	<i>3.10%</i>
Urban (Clovis and Fresno Spheres of Influence)	\$1,549,577	2.15%
Rural	\$684,697	0.95%
<i>Bicycle Facilities</i>	<i>\$648,660</i>	<i>0.9%</i>
3. Regional Transportation Program	\$21,910,298	30.4%
<i>Urban (50%)</i>	<i>\$10,594,782</i>	<i>14.7%</i>
<i>Rural (50%)</i>	<i>\$10,594,782</i>	<i>14.7%</i>
<i>Fresno Airports</i>	<i>\$720,733</i>	<i>1.0%</i>
4. Alternative Transportation Program ^{*2}	\$4,324,401	6.0%
<i>Rail Consolidation</i> (If construction is not imminent in 15 years, money will be used for grade separations instead)	<i>\$4,324,401</i>	<i>6.0%</i>
5. Environmental Enhancement Program	\$2,522,567	3.5%
<i>School Bus Replacement</i>	<i>\$1,657,687</i>	<i>2.3%</i>
<i>Transit Oriented Development (TOD)</i>	<i>\$864,880</i>	<i>1.2%</i>
6. Administration/Planning Program	\$1,081,100	1.5%
<i>Fresno County Transportation Authority (FCTA)</i>	<i>\$720,733</i>	<i>1.0%</i>
<i>Fresno Council of Governments (FCOG or Fresno COG)</i>	<i>\$360,367</i>	<i>0.5%</i>

^{*1} Jurisdictions receiving less than \$200,000 annually from the total local transportation funds available will be exempt from the provision. (Likely exempt jurisdictions would be Firebaugh, Fowler, and San Joaquin).

^{*2} With adoption of the Measure C Extension Expenditure Plan – Amendment #1 (October 2010), and confirmation from the California High Speed Rail Authority that Fresno will be chosen as the location for their High-Speed Rail Heavy Maintenance Facility, \$25 million of the existing balance of the Measure C Alternative Transportation Program would be transferred to the new Measure C High-Speed Rail Facilities Program account. Further, Amendment #3 to the Expenditure Plan (February 2017) provided for the immediate transfer of \$500,000 from the Alternative Transportation Program to the High-Speed Rail account for use by the City of Fresno to obtain escrow agreements with the owners of the properties necessary for the Fresno location of the Heavy Maintenance Facility. These escrow agreements are non-refundable and are not subject to selection of the Fresno site by the High-Speed Rail Authority.

^{*3} Estimate reflected in the approved FY 2017/18 Measure C Budget.

Referencing Table 1 Note 2 and Table 2 Note 2, the 2006 Measure C Extension Expenditure Plan was amended on October 20, 2010 (**Amendment #1**) and established the new Measure C High-Speed Rail Facilities Program. With confirmation from the California High-Speed Rail Authority (CHSRA) that Fresno County has been chosen as the location for their High-Speed Rail Heavy Maintenance Facility (HMF), \$25 million of the existing balance of the Measure C Alternative Transportation Program would be transferred to the new Measure C High-Speed Rail Facilities Program account.

The funds available from this program will be used to provide capital for a variety of uses associated with development of the High-Speed Rail HMF. Should the CHSRA decide not to locate the HMF in Fresno County, Amendment #1 will become null and void, however Amendment #3 (referenced below) will remain valid.

The Expenditure Plan was amended on February 25, 2015 (**Amendment #2**), which modifies the Pedestrian Trails Subprogram to allow some Measure C funded maintenance activities on trails constructed or extended at least partially with non-Measure C revenue. Details are provided in the Pedestrian and Bicycle Facilities Subprogram beginning on Page 37 of this Plan. Amendment #2 expired on February 24, 2015. Since there was a desire by local agencies to permanently continue to allow some Measure C funded maintenance activities on trails constructed or extended at least partially with non-Measure C revenue, Amendment #2A was approved by the Authority on August 16, 2017, which made the provisions of Amendment #2 permanent.

On February 8, 2017, the Authority approve **Amendment #3**, which modifies Amendment #1 and makes available \$500,000 of the \$25 million set aside for the High-Speed Rail Facilities Program to secure properties necessary for the Fresno site of the California High Speed Rail HMF prior to the selection of the facility site by the CAHSR. This authorizes the FCTA to reimburse the City of Fresno for non-refundable escrow deposits up to \$500,000 prior to the designation of the site for the HMF. Should the Fresno location ultimately be chosen, these funds will be credited towards the ultimate purchase price. If the Fresno site is not chosen, these funds are non-refundable.

Amendment #4 (adopted on August 16, 2017) modifies the Pedestrian and Bicycle Facilities Subprogram to include construction of Class III and IV Bicycle Facilities and to allow other types of bicycle facilities approved for use in California by inclusion in Caltrans Highway Design Manual (HDM). Such facilities are eligible for Measure C Pedestrian and Bicycle Facilities Subprogram funds.

The Authority amended the Expenditure Plan on April 18, 2018 (**Amendment #5**), which provides matching funds on a one-for-one basis to a Caltrans grant for increased litter abatement activities for a 2-year period beginning on April 18, 2018. Half of the matching funds would come from the Measure C Regional Transportation Program and half would come from any Measure C eligible agency that choose to participate in the program. Enhanced litter abatement would be limited to State highways during this pilot program in order to maximize the Caltrans grant. In addition, the Authority has directed staff to include local matching funds for litter abatement as eligible within the Flexible Subprogram of the Local Transportation Program. Participating agencies may also provide a soft match in the form of time and materials.

Purpose/Use of Implementation Plan

This Plan has been prepared by the Authority and Fresno COG to provide:

- ✓ A step by step process that eligible agencies will follow to identify funding availability and eligibility, and to conduct the funding claims process
- ✓ The best available understanding of when revenue will be available and how that revenue is to be claimed by eligible agencies

The SIP itself does not constitute a final funding commitment; the Authority will annually provide each local agency with estimated funding by program. This Plan is available to eligible agencies to inform them about how the Measure C sales tax is allocated, and to provide them with instructions on how to report use and submit claims for payment.

Implementation Plan Overview

Below are the specific steps for each Measure C Extension funding program identified in Tables 1 and 2. Each of the programs has steps that eligible agencies will need to follow as they claim Measure C Extension funds. The following steps are reflected under all of the programs, subprograms, and subprogram categories:

- ✓ Step 1 – Understanding the Funding Program
- ✓ Step 2 – Available Subprogram Funds
- ✓ Step 3 – Identifying Eligible Projects
- ✓ Step 4 – Performance Criteria (if applicable) or Other Requirements

A few of the programs, subprograms, and categories also include additional steps similar to Steps A through C below but also have special provisions that must be described.

In addition to the steps identified above, there are other steps that are applicable to a majority of the programs, subprograms and subprogram categories including:

- ✓ Step A - How to Claim the Subprogram Funds
- ✓ Step B - How to Monitor Fund Subprogram Projects and Report Accomplishments
- ✓ Step C - The Annual Audit Process

Each of these additional steps is provided in the last section of the Plan titled “Other Implementation Plan Provisions.”

1. REGIONAL PUBLIC TRANSIT PROGRAM

The Regional Public Transit Program is intended to expand public transit programs that will encourage people to get out of their cars, provide enhanced mobility options for seniors, the disabled, and other transit dependent individuals, and improve air quality. In addition to the provision of transit service in the County by Fresno Area Express (FAX), Clovis Transit, and the Fresno County Rural Transit Agency (FCRTA), several other subprograms are included to enhance public transit services within Fresno County including the following:

- ✓ Fund Phase 2 of the Public Transportation Infrastructure Study (PTIS). *Phase 2 of the PTIS was adopted by Fresno COG in May 2011*
- ✓ Improve mobility for seniors and people with disabilities through the ADA/Seniors/Paratransit Subprogram
- ✓ Improve air quality and provide a cost-effective alternative to the single occupant vehicle through the Ag Worker & Carpool/Vanpool Subprogram
- ✓ Get ag workers to their destinations safely, improve air quality, provide a cost-effective alternative to the single occupant vehicle, and address the social needs of the community through the Ag Worker & Carpool/Vanpool Subprogram

Table 3 below provides a quick overview of the latest fund estimate for this Program, each of the Subprograms, and each Subprogram Category.

TABLE 3

MEASURE C EXTENSION STRATEGIC IMPLEMENTATION PLAN

Regional Public Transit Program

Fiscal Year 2017/18 Estimated Funding Allocation

MEASURE C REAUTHORIZATION SALES TAX REVENUE		FY 2017/2018 MEASURE C FUNDING ESTIMATE	% OF MEASURE C FUNDING
		\$72,073,349	100.00%
FUNDING ALLOCATION PROGRAMS			
1. Regional Public Transit Program		\$17,297,603	24.0%
<i>Public Transit Agencies</i>		<i>\$14,169,621</i>	<i>19.7%</i>
	Fresno Area Express (FAX)	\$9,874,049.00	13.7%
	Clovis Transit	\$1,419,845.00	2.0%
	Fresno County Rural Transit Agency (FCRTA)	\$2,875,727.00	4.0%
<i>Public Transportation Infrastructure Study (PTIS) / Transit Consolidation</i>		<i>\$209,013</i>	<i>0.3%</i>
<i>ADA / Seniors / Paratransit</i>		<i>\$569,379</i>	<i>0.8%</i>
<i>Ag Worker & Carpool/Vanpool</i>		<i>\$836,050</i>	<i>1.2%</i>
	Ag Worker	\$418,025	0.6%
	Carpool/Vanpool	\$418,025	0.6%
<i>New Technology Reserve</i> (If construction is not imminent in 15 years, money will be reallocated based on greatest need)		<i>\$1,513,540</i>	<i>2.1%</i>

Public Transit Agencies Subprogram

An overview of the various categories under the Public Transit Agencies Subprogram and the steps necessary to claim funds are provided below. Table 3 also provides a quick overview of the funds expected during the most recent fiscal year for this Subprogram, and each Subprogram Category.

FAX Category - Primary and Secondary Transit Programs

✓ Step 1 – Understanding the Category

- Primary Program - the goal of the Primary Program is to improve the level of public transit services within the City of Fresno and to continue to seek ways to coordinate and/or consolidate public transit services to achieve a seamless transit system for the public
- Secondary Program - Secondary Programs include improvements that will be funded after projects in the Primary Program are implemented, provided that funding is available

✓ Step 2 – Identifying Available FAX Category Funds

The estimated Measure C Extension funding available to FAX for the most recent fiscal year is provided in Table 3. An updated table will be provided during the next SIP update.

✓ Step 3 – Identifying Eligible Projects

The eligible Primary and Secondary Program projects include:

- Primary Program
 - Improve bus frequencies to every 15 minutes on the busiest routes on the public transportation system in Fresno
 - Enhance the delivery of paratransit to the disabled community consistent with federal and State law
 - Install and integrate a regional automated farebox system to enhance transit coordination and seamless passenger travel between transit systems
 - Complete fleet conversion to low emission buses
 - Expansion of service areas to all riders, as Fresno's Sphere of Influence (SOI) changes
 - Reduced public transit fares for seniors 65 years of age and older (fares are now 60 cents - free fares are not provided due to the outcome of litigation)

- Secondary Program
 - Extend weekend service hours
 - Enhance the delivery of paratransit services to the senior community
 - Pursue other alternative mass public transportation options such as bus rapid transit (BRT), automated people movers, light rail, etc.
 - Deploy other operational and infrastructure improvements such as “real time” bus arrival and departure information displays to provide better services to transit users
 - Taxi Scrip Program for Seniors 70 Years of Age and Older – Reference Appendix B and C - Fresno COG Taxi Scrip Program and Application for Scrip
- Seniors Fare Subsidy Earmark Programs
 - Primary Program
 - Reduced Public Transit Fare Program for Seniors 65 Years of Age and Older
 - FAX will commit to implement a Measure C reimbursement program from earmarked funds, to implement reduced fares for general transit ridership for seniors 65 years of age and older
 - At 5-year intervals, FAX will conduct a performance evaluation to determine if the reduced senior fare reimbursement program is meeting its intended goals of increasing senior ridership on general public transit services. The evaluation will measure actual senior usage and fare reimbursement versus available program funding to ensure continued viability
 - If ridership increases beyond the earmark of available Measure C funding, other funding sources may be utilized to provide for the senior fare program
 - Secondary Program
 - Taxi Scrip Program for Seniors 70 Years of Age and Older – Reference Appendix B and C - Fresno COG Taxi Scrip Program and Application for Scrip

✓ **Step 4 - Performance Criteria**

To ensure that Measure C funds are allocated to effective programs that provide “measurable” results in reducing single occupant auto use, eligible projects will be evaluated in accordance with the following:

- Measure C funds can be used to provide new / demonstration service for a period of up to three (3) years. The service must meet the minimum FAX performance standards set forth in the Regional Transportation Plan (RTP), Short Range Transit Plan (SRTP), and other transit plans or as identified during the Unmet Transit Needs process
- Service that does not meet the minimum performance standards may be discontinued; unless FAX can demonstrate that continued reduced / minimal “life-line” service is in the best interest of the community

- Any request to extend such “life-line” service(s) shall be reviewed by Fresno COG’s Social Service Transportation Advisory Council (SSTAC) with final approval made by the City Council
- The Annual Transit Productivity performance evaluation process will continue to be applied to primary and secondary programs listed above

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply.

Clovis Transit Category - Primary and Secondary Transit Programs

✓ **Step 1 – Understanding the Primary and Secondary Funding Programs**

▪ **Primary Program**

The goal of the Primary Program is to improve the level of public transit services within Clovis and to continue to seek ways to coordinate and/or consolidate services in order to achieve a seamless transit system for the public.

▪ **Secondary Program**

Secondary Programs are improvements that will be funded after Primary Programs are completed, provided that funding is available.

✓ **Step 2 – Available Clovis Transit Category Funds**

The estimated annual Measure C Extension funding available to Clovis Transit is provided in Table 3.

✓ **Step 3 – Identifying Eligible Projects**

The eligible projects for the Primary and Secondary Programs include:

▪ **Primary Program**

- Improve frequencies to every 15 minutes on the busiest routes on the public transportation system in Clovis
- Enhance the delivery of paratransit to the disabled community consistent with federal and State law
- Install and integrate a regional automated farebox system to enhance transit coordination and seamless passenger travel between transit systems
- Complete fleet conversion to low emission buses
- Expand service areas to all riders, as Clovis’ SOI changes
- Reduced public transit fares for seniors 65 years of age and older

▪ **Secondary Program**

- Extend weekend service hours
- Enhance the delivery of paratransit services to the senior community
- Pursue other alternative mass public transportation options such as bus rapid transit, automated people movers, light rail, etc.
- Deploy other operational and infrastructure improvements such as “real time” bus arrival and departure information displays to provide better services to transit users
- Taxi Scrip Program for Seniors 70 years of age and Older – Reference Appendix B and C - Fresno COG Taxi Scrip Program and Application for Scrip

▪ **Seniors Fare Subsidy Earmark Programs**

➤ Primary Program

- Reduced Public Transit Fare Program for Seniors 65 Years of Age and Older
- Clovis Transit will commit to implement a Measure C reimbursement program from earmarked funds, to implement free fares for general transit ridership, for seniors 65 years of age and older
- At 5-year intervals, Clovis Transit will conduct a performance evaluation to determine if the free senior fare reimbursement program is meeting its intended goals of increasing senior ridership on general public transit services. The evaluation will measure actual senior usage and fare reimbursement versus available program funding to ensure continued viability
- If ridership increases beyond the earmark of available Measure C funding other funding sources may be utilized to continue the free senior fare program, otherwise Clovis Transit may charge a reduced fare to augment and continue this Measure C fare subsidy program

➤ Secondary Program

- Taxi Scrip Program for Seniors 70 Years of Age and Older – Reference Appendix B and C - Fresno COG Taxi Scrip Program and Application for Scrip

✓ **Step 4 - Performance Criteria**

To ensure that Measure C funds are allocated to effective programs that provide “measurable” results in reducing single occupant auto use, eligible projects will be evaluated in accordance with the following:

- Measure C funds can be used to provide new / demonstration service for a period of up to three (3) years. The service must meet the minimum City of Clovis performance standards set forth in the RTP, SRTP, and other transit plans or as identified during the Unmet Transit Needs process

- Service that does not meet the minimum performance standards may be discontinued; unless the City of Clovis can demonstrate that continued reduced / minimal “life-line” service is in the best interest of the community
- Any request to extend such “life-line” service(s) shall be reviewed by Fresno COG’s SSTAC with final approval made by the City Council
- The Annual Transit Productivity performance evaluation process will continue to be applied to primary and secondary programs listed above

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply.

FCRTA Category - Primary and Secondary Transit Programs

✓ **Step 1 – Understanding the Primary and Secondary Funding Programs**

- Primary Program - the goal of the Primary Program is to improve the level of public transit services within the Fresno County Unincorporated Area and to continue to seek ways to coordinate and/or consolidate services in order to achieve a seamless public transit system
- Secondary Program – Secondary Programs are improvements that will be funded after Primary Programs are fulfilled, provided that funding is available

✓ **Step 2 – Available FCRTA Category Funds**

The estimated annual Measure C Extension funding available to FCRTA for both the Primary and Secondary Funding Programs is provided in Table 3.

✓ **Step 3 – Identifying Eligible Projects**

The eligible projects for the Primary and Secondary Programs include:

- Primary Program
 - Install and integrate a regional automated farebox system to enhance transit coordination and seamless passenger travel between transit systems
 - Expand intra-city services to improve demand responsive paratransit service frequencies to the elderly, disabled, low-income, and youth of rural Fresno County
 - Complete fleet conversion to low emission buses
 - Deploy other operational and infrastructure improvements such as construction of a dispatch terminal, utilizing intelligent transportation system (ITS) technology such as safety surveillance cameras and global positioning systems to provide better services within and between the rural incorporated cities and unincorporated communities
 - Expand inter-city service to improve scheduled fixed-route service frequencies to address trips for employment
 - Implement an unincorporated County area shuttle program

- Implement an escort medical transit service program
- Expand transit services to the Eastside and Westside of Fresno County
- Implement sub-regional Eastside and Westside transit terminal facilities with compressed natural gas (CNG) and hydrogen refueling stations
- Reduced public transit fares for disabled and seniors 65 years of age and older
- Secondary Program - FCRTA's phased implementation will accomplish all the Primary Programs within the 20-year time frame of available funding resources
- Taxi Scrip Program for Seniors 70 Years of Age and Older – Reference Appendix B and C - Fresno COG Taxi Scrip Program and Application for Scrip
- Seniors Fare Subsidy Earmark Programs
 - Primary Program
 - Reduced Public Transit Fare Program for Seniors 65 Years of Age and Older
 - FCRTA will commit to implement a Measure C reimbursement program from earmarked funds to implement free fares for general transit ridership for seniors 65 years of age and older
 - At 5-year intervals, FCRTA will conduct a performance evaluation to determine if the free senior fare reimbursement program is meeting its intended goals of increasing senior ridership on general public transit services. The evaluation will measure actual senior usage and fare reimbursement versus available program funding to ensure continued viability
 - If ridership increases beyond the earmark of available Measure C funding, other funding sources may be utilized to continue the free senior fare program; otherwise FCRTA may charge a reduced fare to augment and continue this Measure C fare subsidy program
 - Secondary Program
 - Taxi Scrip Program for Seniors 70 Years of Age and Older – Reference Appendix B and C - Fresno COG Taxi Scrip Program and Application for Scrip

✓ **Step 4 - Performance Criteria**

To ensure that Measure C funds are allocated to effective programs, which provide “measurable” results in reducing single occupant auto use, eligible projects will be evaluated in accordance with the following:

- Measure C funds can be used to provide new / demonstration service for a period of up to three (3) years. The service must meet the minimum FCRTA performance standards set forth in the RTP, SRTP, and other transit plans or as identified during the Unmet Transit Needs process

- Service that does not meet the minimum performance standards may be discontinued; unless FCRTA can demonstrate that continued reduced / minimal “life-line” service is in the best interest of the community
- Any request to extend such “life-line” service(s) shall be reviewed by SSTAC with final approval made by the FCTA Board of Directors.

The Annual Transit Productivity Performance Evaluation process will continue to be applied to primary and secondary programs listed above.

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply.

PTIS/Transit Consolidation Subprogram

An overview of the various categories under the PTIS / Transit Consolidation Subprogram and the steps necessary to claim funds are provided below. Table 3 also provides a quick overview of the funds expected during most recent fiscal year for this Subprogram, and each Subprogram Category.

Phase 2 – Public Transportation Infrastructure Study (PTIS) Category

✓ Step 1 – Understanding the Category

Phase 2 of the PTIS has been completed. It focused on the cost of improving transit systems and services in order to facilitate travel in specific regional travel corridors and better connect residents to activity centers.

The effort also identified corridors that connect rural communities with the Fresno-Clovis Metropolitan Area (FCMA). The Study involved land use and transportation modeling that will guide identification of viable future transit systems and corridors. Fresno COG administered preparation of the Study with the Blueprint Roundtable providing guidance to ensure that the Study was coordinated and consistent with the Blueprint planning process. Phase 2 of the PTIS is on file at Fresno COG offices. Phase 2 of the PTIS was adopted by the Fresno COG Policy Board in May 2011.

Transit Consolidation Category

✓ Step 1 – Understanding the Category

Fresno COG previously commissioned two studies to determine if consolidation of the various public transit agencies in Fresno County would be viable. This first Study (2007 Public Transit Regional Agency Formation Study) was funded with other than Measure “C” Extension funds and was completed in 2007. That Study provided an initial assessment of consolidation opportunities and challenges. The initial findings/issues from that Study included:

- Coordination – It was found that the three systems already had a high level of coordination, but additional opportunities existed in terms of schedule coordination, online information services, customer service and universal fare media
- Lack of Cost Savings – It did not appear at the time that consolidating the systems would result in substantial costs savings
- Loss of Local Control – There was a great deal of concern about the potential loss of local control that would accompany consolidation of transit services

- Union Contracts – The fact that the three systems represent a mix of union and nonunion environments represented a significant hurdle to any consolidation of services.

Consolidation was not recommended at that time but there were a variety of recommendations linked to improving coordination including:

- Form a Transit Coordination Council (TCC)
- Establish a Centralized Call Center
- Establish Regional Fare Coordination
- Coordinate Marketing and Information

Another Study [Fresno Regional Transit Consolidation Plan - Working Paper #1 Existing Conditions, Opportunities & Constraints (January 2011) and Technical Memorandum #2 Fresno/Clovis Transit District Conceptual Business and Implementation Plan (July 2011)] was commissioned by Fresno COG and completed using Measure C funds. That Study found that many of the consolidation and coordination activities that the 2007 Study recommended were still relevant and that most of the recommendations could be implemented without making changes to the governing structures of the three (3) systems. Various current regional transit coordination activities highlighted in the Plan include the following:

- FAX's printed and web-based schedule and map information includes schedule and map information for Clovis Transit
- FAX and Clovis sell Metro Passes that are valid on both systems
- Both systems accept each other's transfers where the routes intersect
- Both systems coordinate paratransit transfers into each other's jurisdiction
- FAX is implementing a regional trip planning program that will include Clovis and FCRTA
- FAX is implementing a regional farebox system that will include Clovis and FCRTA (Note: these regional systems will greatly enhance the appearance of a seamless transit system, as well as create additional coordination opportunities)
- FCRTA fuels at the FAX CNG station when necessary
- FCRTA Utilizes FAX bus stops in Downtown Fresno
- Staff members from all three agencies meet frequently for planning and refining service and service related strategies

✓ **Step 2 – Identifying Available Category Funds**

The estimated Measure C Extension funding available to Fresno COG to fund consolidation activities for the most recent fiscal year is provided in Table 3. An updated table will be provided in the next SIP Update.

✓ **Step 3 – Identifying Eligible Projects**

Eligible Category projects include administrative, planning and consultant services to implement Consolidation Study recommendations (when desired or warranted).

Eligible entities include Fresno COG, Fresno County, and the cities.

✓ **Step 4 - Performance Criteria**

To ensure that Measure C funds are utilized appropriately and result in the implementation of Consolidation Plan recommendations, allocation of category funds will be considered in accordance with the following:

- Review and approval of proposals for consolidation enhancements by Fresno COG submitted by a transit agency in Fresno County

Other Provisions

Given the likelihood that a majority of Transit Consolidation Category funds will be available on an annual basis during the short-term period (next 5-years), the Authority reserves the right to allocate specified amounts of category funds to other Measure C Extension Programs. Such funds shall be repaid to the Transit Consolidation Category consistent with Authority policy.

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply.

ADA/Seniors/Paratransit Subprogram

An overview of the ADA/Seniors/Paratransit Subprogram and the steps necessary to claim funds is provided below. Table 3 also provides a quick overview of the funds expected during the most recent fiscal year for this Subprogram.

✓ Step 1 – Understanding the Subprogram

Dedicated funding would be available for ADA and Senior / Paratransit services under the Regional Public Transit Program and could be used as matching funds for State or federal funds or to augment funding under the Public Transit Agencies Program or programs contained in the Local Transportation Program. For the current fiscal year, Subprogram funds would be allocated to the Taxi Scrip Program referenced in the Public Transit Agencies Subprogram as Secondary Programs (reference the Transit Agencies Subprogram and Subprogram Categories and Appendix B and C of this SIP).

✓ Step 2 – Identifying Available Subprogram Funds

The current estimated Measure C Extension funding available under the ADA/Seniors/Paratransit Subprogram for the most recent fiscal year is provided in Table 3. An updated table will be provided in the next SIP update.

✓ Step 3 – Identifying Eligible Projects

Reference Appendix B and C of this SIP.

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply.

Ag Worker/Carpool/Vanpool Subprogram

An overview of the Ag Worker and Carpool/Vanpool Subprogram and the steps necessary to claim funds are provided for each category below. Table 3 provides a quick overview of the funds expected during the most recent fiscal year for this Subprogram, and each Subprogram Category.

Measure C funds have been programmed in the Expenditure Plan to subsidize vanpool programs within Fresno County. The programs would be evaluated for annual funding allocation based upon an open competitive process. The Vanpool Ag Worker and Carpool/Vanpool Subprogram should provide an equal opportunity for both public and private industry competition, as well as potential public/private partnerships.

Carpool/Vanpool Category

✓ Step 1 – Understanding the Funding Category

Approximately 0.6% of Measure C is provided to fund carpool and vanpool subsidy programs operating within Fresno County. This will incentivize commuters to utilize alternatives to the single-occupancy vehicle, reducing congestion and improving air quality.

Commuter Van Pool Performance Criteria:

- Fresno COG will qualify entities that wish to provide such a service
- All commuter vanpools using Measure C funds allocated for this purpose must originate within Fresno County. This does not preclude an agency from using other Measure C funds (e.g., Regional Public Transit Program and Local Transportation Program) to subsidize additional Commuter Vanpools
- Allocations of Measure C funds for vanpools will be prioritized based on overall cost effectiveness and air quality benefit

✓ Step 2 – Available Category Funds

The total estimated Measure C Extension funding available under this category is provided in Table 3.

To ensure that Measure C funds are utilized appropriately, Fresno COG, at yearly intervals, will conduct a performance evaluation to determine if the category is meeting its intended goals and assess whether or not to continue, or to design and implement a different strategy for the category funds.

✓ **Step 3 – Identifying Eligible Subprogram Projects**

Measure C funds can subsidize carpool or vanpool programs that operate within Fresno County. There are funds available for a variety of vanpool incentives, designed to spark the development of new vanpools and offer financial support and assistance to existing vanpools. There is also an incentive program available for encouraging the development or expansion of carpools within Fresno County. Eligible expenses include capital as well as operational costs.

New Vanpools

Eligible operational subsidies and reimbursements for new vanpools include:

- \$600 monthly lease subsidy
- Vanpool start-up costs
- Medical exams for primary and alternate drivers
- Driver replacement cost
- Emergency Ride Home Program
- Driver Incentive
- Parking permits

Project descriptions:

- Monthly Lease Subsidy for New Vanpools - Measure C funds will subsidize newly formed vanpools, \$600 per vanpool, per month for the first year of operation
- Medical Exam Expense - All primary and alternate drivers are required to have medical exams prior to driving. Measure C funds will reimburse that expense up to \$75 per driver with a maximum of three (3) drivers (one primary and two alternate) from each vanpool being eligible for reimbursement for this expense per year
- Driver Replacement Cost - Should a primary or alternate driver need to be replaced, the new driver(s) may be reimbursed up to \$75 per driver for a medical examination. A maximum of three (3) drivers (one primary and two alternate) from any single vanpool may receive the subsidy each year. Exceptions may be granted for additional reimbursements on a case by case basis with prior authorization given by Program staff
- Emergency Ride Home - This reimbursement covers costs for Emergency Ride Home services provided by a vanpool provider to the vanpool participants. Emergency Ride Home programs offer vanpoolers a free ride to needed destinations in the case of an unforeseen emergency(ies) (illness, family crisis, unscheduled overtime). There are a variety of transportation options available to vanpool providers and participants including taxi service, rental cars, company fleet cars and having fellow employees or supervisors take the vanpooler to their desired destination (home,

hospital, etc.). It is up to the vanpool provider and their vanpoolers to decide which options will be provided

- Driver Incentive - At the end of the first year of successful operation, the qualifying vanpool primary driver receives \$100 per current vanpool participant. Participants must have been in the vanpool for one full month or more to be counted, and must have all fees paid up-to-date on the vanpool's one-year anniversary
- Parking Permits - Will reimburse up to \$100 per month for parking permits/fees, excluding parking tickets or any other violation of parking laws

Existing Vanpools

Eligible operational subsidies and reimbursements for existing vanpools:

- \$300 monthly lease subsidy
- Driver replacement costs
- Emergency Ride Home Program
- Parking permits

Project Descriptions:

- Monthly Lease Subsidy for Existing Vanpools – Measure C funds will subsidize existing vanpools, \$300 per vanpool, per month after the first year of operation.
- Driver Replacement Cost - Should a primary or alternate driver need to be replaced or renewed, the new driver(s) may be reimbursed up to \$75 per driver for a medical examination. A maximum of three (3) drivers (one primary and two alternate) from any single vanpool may receive the subsidy
- Emergency Ride Home - This reimbursement covers costs for Emergency Ride Home services provided by a vanpool provider to the vanpool participants. Emergency Ride Home programs offer vanpoolers a free ride to needed destinations in the case of an unforeseen emergency(ies) (illness, family crisis, unscheduled overtime). There are a variety of transportation options available to vanpool providers and participants including taxi service, rental cars, company fleet cars and having fellow employees or supervisors take the vanpooler to their desired destination (home, hospital, etc.). It is up to the vanpool provider and their vanpoolers to decide which options will be provided
- Parking Permits - Reimbursement up to \$100 per month for parking permits/fees per vanpool. Excludes parking tickets or any other violation of parking laws

Measure C Carpool Incentive Program:

- Individuals that commute to or from Fresno County at least twice a week with at least one other person over the age of 18 to work or school can register for the Carpool Incentive Program. Cash prizes are awarded each month to individuals that have registered for the program and have submitted carpool logs for that month. A grand prize giveaway event takes place once each fiscal year. At the event, various grand prizes are awarded to individuals that have submitted carpool logs throughout the fiscal year
- Administrative, planning and implementation services associated with this category

✓ **Step 4 – Other Subprogram Requirements**

Implementation Guidelines affecting the Carpool/Vanpool Subprogram include:

- New vanpools applying for subsidies or reimbursements must include the following:
 - At least six (6) riders and one (1) driver (7 vanpool passengers total)
 - Vanpool should operate at least five (5) days per week, unless participants are working full-time on an alternate work schedule that requires fewer commute days
 - An Emergency Ride Home Program (ERH) provided or arranged by the vanpool provider or signed waivers from all participating vanpool riders/driver that they don't want ERH provided to their vanpool
 - Must originate within Fresno County
 - A qualifying "new" vanpool is one that is formed but not yet on the road, or a vanpool that has been on the road for less than two (2) months. No new vanpool may receive the subsidies or incentives unless at least 4 of the vanpool's riders have not traveled in a vanpool on a regular basis for a period of six (6) months from the time of application submission to the program
 - Participants are required to use an authorized vanpool vendor such as Enterprise Rideshare, vRide, CalVans or other agency, or form an employer sponsored vanpool. Owner-Operator vanpools are not eligible to receive these subsidies
 - Vanpools may supplement this incentive with other subsidies. Examples include employers, the San Joaquin Valley Air Pollution Control District (Air District) and Commuter Checks
 - The subsidy must be revoked if a vanpool's ridership falls below seven (7) members (including the driver) for more than four (4) consecutive months
 - If an "offshoot" vanpool is formed from members of a vanpool that previously applied for a subsidy from this program, and the route is essentially the same, the original vanpool must remain viable or the new vanpool will not qualify for the subsidy. This is required only if the members from the original vanpool are counted towards the seven (7) passenger minimum

- Existing vanpools must comply with the following requirements:
 - At least six (6) riders and one (1) driver
 - Vanpool should operate at least five (5) days a week, unless participants are working full-time on an alternate work schedule that requires fewer commute days
 - An ERH Program provided or arranged by the vanpool provider or signed waivers from all participating vanpool riders/driver that they don't want and ERH program provided to their vanpool
 - Must originate within Fresno County
 - Participants are required to use an authorized vanpool vendor such as Enterprise Rideshare, CalVans or other agency, or form an employer sponsored vanpool. Owner-Operator vanpools are not eligible to receive these subsidies
 - Vanpools may supplement this incentive with other subsidies. Examples include employers, the Air District and Commuter Checks
 - The subsidy must be revoked if a vanpool's ridership falls below seven (7) members (including the driver) for more than four (4) consecutive months

All persons applying for the Measure C Carpool Incentive Program must comply with the following requirements.

- All Participants:
 - Must be at least 18 years of age
 - Must commute to or from Fresno County
 - Must carpool at least twice a week with at least one (1) other person to work or school. (Driving children to school or day care does not qualify for the incentive)
 - Must register in the Measure C Carpool Program at www.valleyrides.com. All registration information must be complete and accurate
 - Must submit online Commute Log Reports for each week carpooled at least twice in that week. Each Commute Log counts as one (1) entry into drawings. No carpooler may submit more than one (1) commute log per week
 - May win once per month, each month
- A carpool partner's ineligibility DOES NOT affect the existing carpool participant's eligibility status
- All drivers must have a valid driver's license
- Winners are defined as an individual in a verifiable carpool or vanpool. A winner is not defined as an entire carpool or any group of, carpool members in a verifiable carpool/vanpool
- Participation grants Measure C and Valleyrides the right to use a participant's name, photograph, quotes, video, and likeness for public relations purposes

- Participants, participant's carpool partner(s) and office supervisor (employer) may be contacted to verify the information provided. We reserve the right to visit participant's place of employment, school, or park and ride location at any time during participation. Falsifying any information will disqualify a participant from ALL Measure C Commute Incentive programs permanently

Measure C Carpool In-office Prize Claim/Awards Procedure:

- Winners are required to claim their incentive awards/prizes at the Fresno Council of Governments (Fresno COG) office located at: 2035 Tulare Street #201 Fresno, CA 93721 unless prior arrangements have been granted by Measure C/COG management
- All prize winners must show picture identification and complete a W-9 prior to receiving an award or prize. No exceptions will be granted. Fresno COG is not responsible for validating parking. Parking is available in the area, but limited and metered along Van Ness and Tulare streets
- Measure C Carpool Incentive Program staff will attempt to contact each winner by phone and email using information provided on participant's Carpool account. Participants are encouraged to contact staff immediately upon receiving phone or email notification
- Measure C Carpool Program Incentive winners have thirty (30) days from the date of notification to claim prizes/awards

✓ **Step 5 – How to Claim the Subprogram Funds**

- The programs are to be evaluated for funding allocation from Fresno COG based upon an open competitive process. The Vanpool Program should provide an equal opportunity for both public and private industry competition, as well as potential public/private partnerships. Funds are available for eligible projects on a first-come, first-serve basis until the program funds are exhausted
- Each vanpool provider must fill out and submit the Measure C Commuter Vanpool Request for Subsidies/Reimbursements form when applying for Measure C Commuter Vanpool funds. The form is available on the Fresno COG website: www.fresnocog.org
- Each vanpool passenger requesting Measure C Commuter Vanpool funds must complete a Measure C Vanpool Incentive Program – Passenger Application and submit it with the Measure C Commuter Vanpool Request for Subsidies/Reimbursements. The application form is available on the Fresno COG website: www.fresnocog.org
- Fresno COG, as the implementing agency, will claim Subprogram funds from the Authority as follows:

- Upon request by Fresno COG to the Authority in May or June of each year, an estimate of Subprogram funds available for the next Fiscal Year will be provided (reference Table 2). The claim form (reference Appendix D) along with the final fund estimate will be forwarded to Fresno COG following the Authority Board meeting held in May or June
- Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 3
- Fresno COG shall submit its claims to the Authority once the claim forms are approved by Fresno COG Policy Board
- The Authority will consider and approve Fresno COG claims as they are received
- Any annual reporting required at the time of Fresno COG's claim must be included in its claims package when it is submitted to the Authority before the claim is processed by the Authority

Other provisions referenced in the last section of this Plan titled "Other Transportation Plan Provisions" also apply.

Ag Worker Vanpool Category

✓ Step 1 – Understanding the Funding Subprogram/Category

Approximately 0.6% of Measure C is provided to fund Ag Worker Vanpool subsidy programs originating within Fresno County. This will incentivize commuters to utilize alternatives to the single-occupancy vehicle, reducing congestion and improving air quality.

■ Ag Worker Vanpool Performance Criteria:

- All Ag Worker Vanpools using Measure C funds allocated for this purpose must originate within Fresno County. This does not preclude an agency from using other Measure C funds (e.g., Regional Public Transit Program and Local Transportation Program) to subsidize additional Ag Worker vanpools
- Allocations of Measure C funds for Ag Worker vanpools will be prioritized based on overall cost effectiveness and air quality benefit if funds are limited

✓ Step 2 – Available Subprogram Funds

The estimated Measure C Extension funding available under this category is provided in Table 3.

✓ Step 3 – Identifying Eligible Subprogram Projects

Measure C funds can subsidize Ag Worker Vanpool trips that originate within Fresno County. These funds are designed to incentivize the development of new vanpools, offer financial support and assistance to existing vanpools, and increase vanpool ridership. Eligible expenses include capital as well as operational costs such as:

Eligible operational subsidies for Ag Worker vanpools:

- Weekly Lease Subsidy --
Measure C funds will subsidize eligible Ag Worker vanpools \$30 for each day of operation for up to one year. This subsidy may be renewed on an annual basis
- Administrative, planning and implementation services associated with this category

✓ **Step 4 – Verifying Eligibility**

Each vanpool provider must fill out and submit the Measure C Ag Worker Vanpool Request for Subsidies form when applying for Measure C Ag Worker Vanpool Category funds. This form needs to be filled out for each vanpool requesting funds eligibility. The form is available through the vanpool companies. A list of vanpool providers is available on the Fresno COG website at <http://www.valleyrides.com/vanpool/how-can-i-join-a-vanpool/>.

The operator will maintain an active list of all Ag Worker vanpools receiving the subsidy. Documentation should include a weekly listing of all riders in each van, the address of the vanpool driver (to verify county of origin), and the days per week that the vanpool operated. This documentation shall be used to verify use as basis for reimbursement.

✓ **Step 5 - Reimbursement Process**

The operator shall submit requests for reimbursement that include verification that each vanpool requesting the Ag Worker subsidy meets all of the eligibility requirements. This verification can include, but is not limited to:

- A weekly driver log and the associated weekly billing invoice used and submitted by the driver
- A summary list of all vanpools and the amount being requested for reimbursement

✓ **Step 6 – Other Subprogram Requirements**

Implementation Eligibility Guidelines affecting the Ag Worker Vanpool Category include:

- At least six (6) riders and one (1) driver
- An ERH provided or arranged by the vanpool provider or signed waivers from all participating vanpool riders/driver that they don't want an ERH provided to their vanpool
- Must originate within Fresno County
- Participants are required to use an authorized vanpool vendor such as Enterprise Rideshare, vRide, CalVans or other agency, or form an employer sponsored vanpool. Owner-Operator vanpools are not eligible to receive these subsidies
- Vanpools may supplement this incentive with other subsidies. Examples include employers, the Air District and Commuter Checks

- The subsidy must be revoked if a vanpool's ridership falls below seven (7) members (including the driver) for more than four (4) consecutive weeks

✓ **Step 7 – How to Claim the Subprogram Funds**

- The programs are to be evaluated for funding allocation from Fresno COG. The Ag Worker Vanpool Subprogram should provide an equal opportunity for both public and private industry competition, as well as potential public/private partnerships. Funds are available for eligible projects until the program funds are exhausted
- Fresno COG, as the implementing agency, will claim Subprogram funds from the Authority as follows:
 - Upon request by Fresno COG to the Authority in May or no later than by June of each year, an estimate of Subprogram funds available for the next Fiscal Year will be provided (reference Table 3). The claim form (reference Appendix D) along with the final fund estimate will be forwarded to Fresno COG following the Authority Board meeting in May or June
 - Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 3
 - Fresno COG shall submit its claim to the Authority once the claim forms are approved by the Fresno COG Policy Board
 - The Authority will consider and approve Fresno COG claims as they are received
 - Any annual reporting required at the time of Fresno COG's claim must be included in its claims package when it is submitted to the Authority before the claim is processed by the Authority

New Technology Reserve Subprogram

An overview of the New Technology Reserve Subprogram and the steps necessary to claim funds are provided below. Table 3 also provides a quick overview of the funds expected during the most recent fiscal year for this Subprogram.

Under the direction of COG staff, the Measure C New Technology Steering Committee met for the first time in January 2015 and from this committee, in conjunction with COG staff, a grant application for the New Technology Reserve Subprogram was presented to and approved by the FCTA Board in March 2016. In addition, a Multidisciplinary Advisory Group (MAG) was convened to review, evaluate and recommend applications for funding.

Projects funded through this Subprogram should secure long-term air quality benefits as well as introduce, improve, and advance clean and innovative technology in the areas of transit and transportation that can be sustained in the region, and/or will further promote innovative infrastructure designs that reduce vehicle miles traveled (VMT). Furthermore, the real-world experience gained by participating in this Subprogram will promote and encourage public agencies and the entire Fresno County region to consider cleaner, reduced-emission options when making business and planning decisions. Finally, innovative projects may gain boarder attention within the transportation industry and may also result in additional grant/funding opportunities.

✓ Step 1 – Understanding the Funding Program

The goal of the New Technology Reserve Subprogram is to set-aside Measure C funding to finance new transit technologies that may be developed in the future. The funding would likely provide matching funds to leverage other State, federal or other funding.

Funding for this Subprogram would be reserved to implement new transit technologies such as Personal Rapid Transit (PRT) or a similar system within the Fresno-Clovis Metropolitan Area (FCMA). The primary goals of the New Technology Reserve Subprogram include the following:

- Reduced traffic congestion and VMT
- Reduced energy consumption and dependence on fossil fuels
- Reduced air and greenhouse gas (GHG) emissions resulting from less vehicular traffic and less surface street congestion
- Improved mobility in densely developed areas by providing convenient and direct transit service
- Foster research, development, and adoption of new transportation technologies within the region

✓ **Step 2 – Identifying Available Subprogram Funds**

The most recent estimated Measure C Extension funding available for this Subprogram is provided in Table 3. An updated table will be provided during the next SIP update.

✓ **Step 3 – Identifying Eligible Projects**

Eligible Subprogram projects include the evaluation, planning, design and construction of new transit technologies. Specifically, the following projects would be eligible:

- A portion of the funds could have been allocated (allowed) to fund a study(ies) of new transit technologies but were not. The cost was addressed as part of the Public Transportation Infrastructure Study (PTIS), which contained a feasibility analysis of new transit technologies
- Staff resources to seek additional funding necessary to implement results of the New Transit Technologies Study incorporated into the PTIS. This would include securing the services of a lobbyist for the project/service. The cities of Fresno and Clovis would work with the Authority to pursue the additional funding
- The evaluation of viability and local benefits of new transit technologies
- Planning, environmental analysis, design, right-of-way acquisition, and construction of new transit technologies
- Purchase of vehicles only if they are an integral part of a new-technology system and the hiring of staff to seek additional funding for new transit technologies after project is awarded
- Administrative, planning and implementation services associated with this Subprogram
- Other necessary projects, systems, and services that enable new technology transit and transportation systems to provide the desired objectives or as determined by Fresno COG and the Authority

Eligible entities include Fresno COG, Fresno County, and the incorporated cities within Fresno County.

✓ **Step 4 - Performance Criteria**

To ensure that Measure C funds are allocated appropriately and provide “measurable” outcomes identified in studies referenced in Step 3, funding for this Subprogram may be eliminated if during a biennial SIP update, a detailed evaluation of the feasibility and likelihood of implementing such a new technology transit project/system(s) after ten (10) years is not imminent, or if construction is not imminent within 15 years after the Measure passes. The funds would then revert to the SIP update process to be allocated where the greatest need exists as determined by Fresno COG and the Authority.

✓ **Step 5 – Distributing and Claiming Subprogram Funds**

Funds will be distributed based upon a call for projects and resulting contract. Specifics regarding the call for projects were finalized in December 2015 and approved by the FCTA Board in March 2016 with the first call for projects approved in December of 2016.

✓ **Step 6 – How to Monitor the Subprogram and Report Contract Success Accomplishments**

Details will be developed on a contract-by-contract basis.

✓ **Step 7 - Other Provisions**

If New Technology Reserve Subprogram funds continue to be available during the short-term period (next 5-years), the Authority reserves the right to allocate specified amounts of Subprogram funds to other Measure C Extension Programs. Such funds shall be repaid to the New Technology Reserve Subprogram consistent with Authority policy.

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply.

2. LOCAL TRANSPORTATION PROGRAM

The Local Transportation Program is designed to improve each individual city's and the County's local transportation systems. To accomplish this important goal, 35% of Measure C Extension Funds over 20-years is allocated to fund several Subprograms for publicly owned, operated, and maintained facilities, including:

- ✓ Local Allocation Subprogram and its three allocation fund categories including:
 - Street Maintenance / Rehabilitation Category
 - ADA Compliance Category
 - Flexible Funding Category
- ✓ Pedestrian / Trails Subprogram
- ✓ Bicycle Facilities Subprogram

Table 4 below provides a quick overview of the funds expected during the most recent fiscal year for this Program, each of the Subprograms, and each Subprogram Category.

TABLE 4

MEASURE C EXTENSION STRATEGIC IMPLEMENTATION PLAN

Local Transportation Program

Fiscal Year 2017/18 Estimated Funding Allocation

MEASURE C REAUTHORIZATION SALES TAX REVENUE		FY 2017/2018 MEASURE C FUNDING ESTIMATE	% OF MEASURE C FUNDING
		\$72,073,349	100.00%
FUNDING ALLOCATION PROGRAMS			
2. Local Transportation Program		\$24,937,379	34.6%
<i>Local Allocation</i>		<i>\$22,054,445</i>	<i>30.6%</i>
	Street Maintenance (50% of Local Allocation)	\$9,493,230	15.3%
	ADA Compliance (1.75% of Local Allocation) ^{*1}	\$332,263	0.5%
	Flexible Funding (48.25% of Local Allocation)	\$9,160,966	14.8%
<i>Pedestrian/Trails</i>		<i>\$2,234,274</i>	<i>3.10%</i>
	Urban (Clovis and Fresno Spheres of Influence)	\$1,549,577	2.15%
	Rural	\$684,697	0.95%
<i>Bicycle Facilities</i>		<i>\$648,660</i>	<i>0.9%</i>

^{*1} Jurisdictions receiving less than \$200,000 annually from the total local transportation funds available will be exempt from the provision. (Likely exempt jurisdictions would be Firebaugh, Fowler, and San Joaquin).

Local Allocation Subprogram

An overview of Local Allocation Subprogram and the steps necessary to claim funds is provided below. Table 4 also provides a quick overview of the funds expected during the most recent fiscal year for this Subprogram and each related Subprogram Category.

Street Maintenance / Rehabilitation Category

✓ Step 1 – Understanding the Category

Approximately 15% of the 20-year Measure is guaranteed to the County and every city to help address funding improvements to the aging street and road systems. Eligible projects are referenced in Step 3 below. Local agencies shall comply with Maintenance of Effort (MOE) requirements set forth in Section 14002 of the Measure C Enabling Legislation (reference Appendix E).

✓ Step 2 – Available Street Maintenance / Rehabilitation Category Funds

- The estimated Measure C Extension funding available to each local agency under this Category is provided in Table 4
- Amounts received may be greater than amounts shown in Table 4 for Flexible Category funds because some local agencies are exempt from required expenditures in some Categories or Subprograms such as the Americans with Disability Act (ADA) Compliance Category and the Pedestrian and Bicycle Facilities Subprograms. Due to the exemptions for these agencies, some funds are transferred to the Flexible Category

✓ Step 3 – Identifying Eligible Projects/Programs

Projects eligible under this category include projects or programs that match the following recommended definition of “street and highway maintenance, rehabilitation, reconstruction, and storm damage repair.” A “program” is defined as a group or category of projects such as slurry seal projects, patching projects, etc. An appropriate percentage or pro-ratio of maintenance/rehabilitation equipment, audit, and overhead costs attributable to projects or programs under the Measure C Street Maintenance / Rehabilitation Category is an eligible expense.

Definition: As per AB 2928 (Proposition 42) language for local agency allocations (Revenue & taxation code, Section 7104 (e). 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* [the following clarification applies: "spot repair in the existing pavement such as pothole patching, grinding and resurfacing, or total reconstruction of a failed pavement section for a small area (i.e. dig-out)"]
 - *Overlay and/or 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*

✓ **Step 4 – Other Requirements**

The following requirements apply to the Street Maintenance / Rehabilitation Category:

- A mandated 50% of the local transportation fund allocation will be earmarked for street maintenance / rehabilitation
- Every five (5) years (4 times in 20 years) there will be a compliance ("check" or "audit") where jurisdictions must show they have spent their mandate; however, funds are allowed to accumulate over five (5) years if needed for funding match purposes or to fund a large project
- If an agency does not comply with the 5-year mandate, funds may be withheld until the jurisdiction is compliant. Further, the situation may require a SIP amendment that would reallocate the funds upon consideration and approval of Fresno COG and the Authority and when consistent with the enabling legislation process for amendment
- Every highway, expressway, super-arterial, arterial or collector (exempting freeway) within the urbanized areas throughout the County that is constructed or reconstructed in whole or in part with Measure C funds shall include sidewalks, paths, walkways, or equivalent facilities on both sides of the street, road, or highway for use by pedestrians
- 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
- 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
- If reporting and audits appear otherwise, additional requirements or details may be defined by Fresno COG and approved by the Authority in the future

Other provisions referenced in the last section of this Plan titled "Other Transportation Plan Provisions" also apply. Appendix D includes the Local Transportation Pass Through Revenues Certification and Claim form.

ADA Compliance Category

✓ **Step 1 – Understanding the Category**

Local agencies will receive 0.5% of Measure C Extension Funds over 20-years for ADA compliance including curb cuts and ramps to remove barriers, as well as other special transportation services.

✓ **Step 2 – Available ADA Compliance Category Funds**

- The estimated Measure C Extension funding available to each local agency under this category is provided in Table 3
- Referencing Table 3, some local agencies are exempt from allocating ADA Compliance Category funds to ADA-related projects because they are expected to receive less than \$200,000 per year under the Local Transportation Program
- The funding amounts for those agencies are allocated to the Flexible Category

✓ **Step 3 – Identifying Eligible ADA Compliance Category Projects**

Projects eligible under this category must deal with ADA compliance issues and include:

- Curb cuts, ramps, and striping to remove barriers
- Other improvements necessary to meet transportation ADA standards and requirements
- Other special transportation services (that are “non-compliant” ADA projects)

Road rehabilitation projects that include ADA improvements (ADA funds can only be allocated to the ADA improvement portion of the road rehabilitation project)

✓ **Step 4 – Recognizing Other Requirements**

The following requirements apply to the ADA Compliance Category:

- After the mandated 50% street maintenance / rehabilitation is subtracted, there is an additional 1.75% mandate from the local allocation for jurisdictions to meet the current requirements of the ADA. Communities already in compliance would not have to meet this mandate based upon self-certification
- Jurisdictions that receive less than \$200,000 annually from the total Local Transportation Program (total funds available) would also be exempt from this provision
- Every five (5) years (4 times in 20 years) there will be a compliance (“check” or “audit”) where jurisdictions must show they have spent their mandate; however, funds are allowed to accumulate over five (5) years if needed for funding match purposes or to fund a large project

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply. Appendix D includes the Local Transportation Pass Through Revenues Certification and Claim form.

Flexible Category

On April 18, 2018, the Authority approved Amendment No. 5 to the Expenditure Plan that provides matching funds on a one-for-one basis to a Caltrans grant for increased litter abatement activities for a 2-year period beginning on April 18, 2018. Half of the matching funds would come from the Measure C Regional Transportation Program and half would come from any Measure C eligible agency that choose to participate in the program. Enhanced litter abatement would be limited to State highways during this pilot program in order to maximize the Caltrans grant.

The matching fund proposal is summarized below.

Funding Source	Year 1	Year 2	Total
Regional Transportation Local Abatement Program	125000	125000	250000
Local Agency Match	125000	125000	250000
Caltrans Funding	250000	250000	500000
Total Litter Abatement Program	500000	500000	1000000

In addition, the Authority has directed staff to include local matching funds for litter abatement as eligible within the Flexible Subprogram of the Local Transportation Program. Participating agencies may also provide a soft match in the form of time and materials.

Depending on the success of this pilot program, there may be future opportunities to extend it beyond two years. The Authority and the Fresno Council of Governments (Fresno COG) staff are also exploring other long-term strategies for dealing with litter along transportation facilities within the county.

✓ Step 1 – Understanding the Category

Approximately 15% of Measure C is provided to the local agencies for “flexible” funding programs or for any transportation project they feel is warranted (example: transit, pothole repair, match for new federal or State programs expended after July 1, 2007). The local agencies in Fresno County know what their needs are and how best to address those needs.

✓ Step 2 – Available Flexible Funds

The estimated Measure C Extension funding available to each local agency under this category is provided in Table 4. Amounts received may be greater than amounts shown in Table 4 for Flexible Funds because some local agencies are not required to expend funds in some of the Categories or Subprograms. Specifically, funds from the ADA Compliance

Category and the Pedestrian and Bicycle Facilities Subprograms may be added to the Flexible Category.

✓ **Step 3 – Identifying Eligible Projects**

Any transportation project is eligible for Flexible funding. Such projects include, but are not limited to the following:

- Capacity increasing (additional lanes, etc.) street and road projects
- Rehabilitation / Maintenance / Reconstruction projects
- Signals and other stop control devices or signage
- Medians
- Street trees and street landscaping
- Sidewalks
- Street lighting
- Easements dedicated to a local agency such as public utility easements, pedestrian and landscaping easements
- 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) projects
- Bicycle / Trail / Pedestrian projects (new facilities or maintenance of existing facilities)
- Aviation projects
- Rail projects
- Public Transit projects
- Overhead costs
- Audit costs
- Other transportation-related improvements / projects (bus stop facilities, street sweepers, detour equipment, etc.)
- Increased litter abatement activities in accordance with Amendment #5 to the Expenditure Plan

A complete list of eligible projects is provided in Appendix F.

✓ **Step 4 – Other Requirements**

- Every highway, expressway, super-arterial, arterial or collector (exempting freeway) within the urbanized areas throughout the County that is constructed or reconstructed in whole or in part with Measure C funds shall include sidewalks, paths, walkways, or equivalent facilities on both sides of the street, road, or highway for use by pedestrians
- 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
- 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
- If reporting and audits appear otherwise, additional requirements or details may be defined by Fresno COG and approved by the Authority in the future

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply. Appendix D includes the Local Transportation Pass Through Revenues Certification and Claim form.

Pedestrian and Bicycle Facilities Subprograms

The Measure C Expenditure Plan contains two related yet distinct subprograms that provide funding for non-motorized or “Active” transportation modes. The first of these Active Transportation Subprograms (referred to in the Expenditure Plan as Pedestrian/Bicycle Trails) is focused primarily on pedestrian and bicycle facilities, which are typically on independent alignments and generally do not follow roadways. These facilities can be used for commute purposes but may be more focused on recreational travel. The second of these Active Transportation Subprograms (referred to in the Expenditure Plan as Bicycle Facilities) is focused on facilities with the primary goal of facilitating commute or other non-recreational travel. These facilities are generally contiguous to or a part of a motorized roadway.

There are also distinctions within the Pedestrian/Bicycle Trails Subprogram itself. The Expenditure Plan requires additional design standards beyond those included in the Caltrans Highway Design Manual (HDM) for Pedestrian/Bicycle Trails built within the Fresno Clovis Metropolitan Area (FCMA). The Expenditure Plan also indicates or suggests that some trails will have a combined commute/recreation purpose, while others may be more focused on just recreational purposes. These distinctions point to the need for differing design guidelines depending on a trail’s location and primary use.

There have been changes in the types and titles of non-motorized vehicle facilities since adoption of the original Measure C Expenditure Plan. Facilities referred to in the original Expenditure Plan as “Pedestrian/Bicycle Trails” are now generally referred to as Class I Bikeways (Bike Paths) even though they are a facility shared with pedestrians. References to “Bicycle Facilities” in the original Expenditure Plan are now more commonly referred to as Class II Bikeways (bike lanes). With approval of Amendment #4, the FCTA Board has expanded this category to include Class III Bikeways (Bike Routes) and Class IV Bikeways (Separated Bikeways).

There is a third program within the Expenditure Plan that deals with non-motorized facilities. While not a subprogram of its own, use of Measure C funds for roadway improvements carry with it certain requirements for pedestrian and bicycles facilities. Those provisions are covered within this section under the titles “New Pedestrian Facilities” and “New Bicycle Facilities” as well as within the prior sections of this SIP dealing with the Regional Transportation Program and the Street Maintenance and Flexible Funding Program.

This SIP will utilize the current names of these facilities rather than those contained in the original Measure C Expenditure Plan.

Definitions

Class I Facility	<p>Bike paths or shared use paths, also referred to as “Class I bikeways,” which provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.</p> <p>Within the FCTA program this category includes Urban Bicycle and Pedestrian Facilities as well as Rural recreational trails.</p>
Class II Bikeways (Bike Lanes)	<p>Bike lanes, also referred to as “Class II bikeways,” which provide a restricted right-of-way designated for the exclusive or semi exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.</p>
Class III Bikeways (Bike Routes)	<p>Bike routes, also referred to as “Class III bikeways,” which provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.</p>
Class IV Bikeways (Separated Bikeways)	<p>Cycle tracks or separated bikeways, also referred to as “Class IV bikeways,” which promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are separated from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.</p>
Trails	<p>Within the FCTA program this category includes trails in unincorporated areas that are exclusively or primarily recreational in nature.</p>

Class I Facilities Subprogram

An overview of Class I Facilities Subprogram and the steps necessary to claim funds is provided below. Table 4 also provides a quick overview of the funds expected during the most recent fiscal year for this Subprogram.

The Expenditure Plan was amended on February 25, 2015 (Amendment #2), to modify the Class I Facilities Subprogram to allow some Measure C funded maintenance activities on Class I facilities constructed or extended at least partially with non-Measure C revenue. Class I facility proponents proposed amending the language in the Expenditure Plan to include provisions to allow for limited Measure C funded maintenance of new Class I facility projects where the construction cost was funded in whole or part with non-Measure C Trail funds.

The amended provisions went into effect for a one-year trial period. Since that time, local agencies have expressed a desire to permanently allow the use of limited Measure C Class I Facilities Subprogram funds for the maintenance of new Class I facility projects where the construction cost was funded in whole or part with non-Measure C Class I Facilities Subprogram revenues. On August 16, 2017, the Authority approved Amendment #2A, which permanently continued the program.

Amendment #2A provides that if a local agency builds a new Class I facility, or an extension to an existing facility using non-Measure C Class I funds, the local agency would qualify to use the Measure C Class I funds for on-going maintenance costs of up to 20% of non-Measure funded capital construction costs, subject to provisions referenced in the Resolution approving the amendment and included later in this section under the heading “On-going Class I Facility Maintenance.” Any expenditure of said funds for maintenance activities would be subject to an FCTA audit to insure compliance with the Resolution’s provisions.

✓ Step 1 – Understanding the Funding Subprogram

Approximately 3% of Measure C is provided to fund significant improvements to the existing and planned Class I facility systems.

✓ Step 2 – Available Subprogram Funds

The estimated Measure C Extension funding available to each local agency under this Subprogram is provided in Table 4. Referencing Table 4, some local agencies are exempt from allocating Class I Facilities Subprogram funds to Class I-related projects because they have populations less than 25,000. The funding amounts for those agencies are allocated to the Flexible Category under the Local Allocation Subprogram.

✓ Step 3 – Identifying Eligible Subprogram Projects

Class I facilities projects are eligible for Subprogram funding. Such projects include the following:

- Class I Facilities
- Signage and Striping
- Master Plan or ATP preparation and updates
- Other Program-related facilities and support facilities

✓ **Step 4 – Other Subprogram Requirements**

Implementation Guidelines affecting the Class I Facilities Subprogram include:

- Master Plan for Class I Facilities (the Master Plan may also be known as the Active Transportation Plan or ATP)
 - By January 1, 2012, and again in 2017 and 2021, all participating jurisdictions within Fresno County will have adopted and/or updated a Master Plan or ATP for Class I facilities that promotes connectivity within all of Fresno County and its urban areas
 - Measure C funds may be used to pay for development of and updates to the Master Plan or ATP
 - The Master Plan or ATP is the guiding document for upgrade and/or installation of such facilities. If any jurisdiction fails to meet this goal, the earmarked funds for Class I facilities shall be withheld by the Authority until such time as a jurisdiction is in compliance
- Class I Facilities Subprogram Earmark Thresholds
 - Less than 25,000 population – jurisdictions are exempt from the earmarked funds for Class I facilities
 - 25,000 – 74,999 population – jurisdictions may combine the earmarked funds for Class I facilities with earmark funds for Class II, III, and IV facilities in order to provide flexibility in implementing projects conforming to any of the provided definitions
 - Greater than 75,000 population – jurisdictions must meet the earmark target for Class I facilities
- Allowed Accumulation of Earmark Funds Over Five (5) Years

Every five (5) years (4 times in 20 years) there will be a compliance audit) where jurisdictions must certify to the Authority that they have spent their earmark funds, but the time frame allows funds to accumulate up to a 5-year period (if needed) for match purposes or a large project--then the spending goals must be met thereafter.
- Earmarks for Class I Facilities
 - These funds may be used for new construction of Class I facilities, for the development or update of the Master Plan or ATP, and for retrofitting Class I facilities within the circulation system that existed as of January 2007 or the date of adoption of the Master Plan or ATP

- Class I facilities built with earmarked or other Measure C funds shall, at a minimum, be designed in accordance with the design criteria for Class I facilities as set forth in the California Highway Design Manual (HDM), Chapter 1000, Bikeway Planning and Design, with the following caveats:
 - Within the Fresno Clovis Metropolitan Area (FCMA), Class I facilities constructed with Measure C funds shall be 12 feet minimum where physically feasible
 - Within the FCMA, Class I facilities constructed with Measure C funds shall be built so that at-grade crossings are limited to one (1) every half-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, superarterials or expressways should be either (a) controlled by an at-grade pedestrian waiting mechanism, signalized, or otherwise flashing crossing or alternative warning device, or (b) built with a grade separated crossing when these are warranted considering safety risk areas
- Where a Class I facility crosses a street or expressway at grade, or for connectivity purposes, is established on a street, expressway or freeway as a Class II, III, or IV facility, or other type of bicycle facility contained in the HDM, signing and striping shall be in accordance with the nationwide standards established within the current edition of the Manual of Uniform Traffic Control Devices (MUTCD) Part 9 and/or current edition of the California Supplement to the MUTCD (Part 9)
- Jurisdictions shall certify to the Authority that these guidelines have been met in the utilization of Measure C funds
- New Pedestrian Facilities:
 - Every highway, expressway, super-arterial, arterial or collector (exempting freeway) within the urbanized areas throughout the County that is constructed or reconstructed in whole or in part with Measure C funds shall include sidewalks, paths, walkways, or equivalent facilities on both sides of the street, road, or highway for use by pedestrians
 - 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
 - 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
- Maintained Pedestrian Facilities

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

- Exceptions to the Requirements

The above requirements for New and Maintained Pedestrian Facilities shall not apply if the constructing agency, after a properly noticed public hearing, determines that one 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 pedestrian facility exception(s) for the proposed project using Measure C funds and identifying the specific exceptions. The exceptions are:

- The provision of pedestrian access is contrary to public safety
- An alternative route already exists or will be built as part of the project that is equally or more safe and convenient in terms of 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 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 full improvement of an existing roadway, but which does not include additional lane capacity. It does not include the repair, rehabilitation or overlay of existing paved surfaces, landscaping, signing, signalization or routine maintenance that does not include the widening of the road surface. For the purposes of this section, “Urban Areas” is defined as the FCMA and the incorporated cities of Fresno County.

- Flexibility if Needs Are Met

In 2012, 2017, and 2021 the Authority will review the status of all jurisdictions’ Master Plans or ATPs for Class I facilities.

If the Authority determines at a public hearing that a jurisdiction’s Master Plan or ATP for Class I facilities is less than five (5) years old when last adopted, and the Master Plan or ATP has been completed at each of these five (5) year marks, the earmark requirements are suspended until the next evaluation and revert to the overall local allocation category for flexible use by the local jurisdiction.

- On-going Class I Facility Maintenance

Expenditure Plan Amendment #2A, as authorized on August 16, 2017, provides that if a local agency builds or extends a Class I facility using non-Measure Class I funds, the local agency will qualify to use Measure C Class I Facilities Subprogram funds for “On-going

Maintenance” of up to 20%, within maximums, of the cost of the non-Measure C funds used to construct the project, subject to all of the following provisions:

- The project must be consistent with the local jurisdiction circulation element and adopted trail Master Plan or ATP
- The project must be developed to meet Chapter 1000 of the Caltrans Highway Design Manual
- The local jurisdiction must agree to maintain the new Class I facility (segment) for a minimum of 20-years
- Only the non-Measure C Class I funds capital cost of new Class I facility projects or existing Class I facilities that have been extended may be used to determine the eligible “On-going Maintenance” threshold
- Measure C Class I Facilities Subprogram funds used for “On-going Maintenance” must be expended only on the project used to determine eligibility
- The eligible “On-going Maintenance” threshold shall not exceed the lower of 20% of the non-Measure C construction cost or \$10,000 per mile per year for a maximum of five (5) years (i.e., \$50,000 per mile maximum)
- If the local agency can find other ways to support the maintenance efforts during the five (5) year period, the eligibility can be extended beyond five (5) years, however the 20% of non-Measure C Class I facility construction costs or \$50,000 per mile maximum remains
- Local agencies shall account for cumulative “On-going Maintenance” in such a way to facilitate the annual audit and determine if the “On-going Maintenance” threshold has not been exceeded

Example: A two (2) mile trail costing \$250,000 per mile (\$500,000 total) using funds other than Measure C Class I Facilities Subprogram proceeds would be eligible to use up to \$100,000 in “Ongoing maintenance” funds from the Measure C Class I account (20% of \$250,000 = \$50K X 2 miles = \$100,000 total maintenance). Note, if project cost were greater than \$250,000 per mile, the maximum eligible “On-going Maintenance” would still be \$100,000.

“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
- Pot holes, 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

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply. Appendix D includes the Local Transportation Pass Through Revenues Certification and Claim form.

Trail Facilities

Within the FCTA program this category includes trails in unincorporated areas that are exclusively or primarily recreational in nature.

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

https://www.parks.ca.gov/pages/1008/files/2015_california_state_parks_accessibility_guidelines.pdf

Class II, III, and IV Bicycle Facilities Subprogram

A description of the various classes of bicycle facilities as defined in the California Streets & Highways Code, an overview of the Bicycle Facilities Subprogram, and the steps necessary to claim funds are provided below. Table 4 also provides a quick overview of the funds expected during the most recent fiscal year for this Subprogram. Definitions for these facilities can be found on page 37 of this Chapter.

✓ Step 1 – Understanding the Subprogram

Approximately 1% of Measure C is provided to fund significant improvements to the existing and planned bicycle facilities and/or systems.

✓ Step 2 – Available Program Funds

The estimated Measure C Extension funding available to each local agency under this Subprogram is provided in Table 4. Referencing Table 4, some local agencies are exempt from allocating Class II, III, and IV Bicycle Facilities Subprogram funds to bicycle-related projects because they have populations less than 25,000. The funding amounts for those agencies are then allocated to the Flexible Category under the Local Allocation Subprogram.

✓ Step 3 – Identifying Eligible Projects

Bicycle projects are eligible for Subprogram funding provided they are included in an eligible Agency's Master Plan or ATP. Such projects include the following:

- Class II, III, and IV facilities and any other types of bicycle facilities as may be identified in Chapter 1000 of the Caltrans Highway Design Manual (hereinafter referred to collectively as "Bicycle Facilities").
- Signage and Striping
- Master Plan or ATP preparation and updates
- Other Program-related facilities and support facilities

✓ Step 4 – Other Requirements

Implementation Guidelines affecting the Bicycle Facilities Subprogram include:

- Master Plan for Bicycle Facilities (the Master Plan may also be known as the Active Transportation Plan or ATP)
 - By January 1, 2012, and again in 2017 and 2021, all participating jurisdictions within Fresno County will have adopted and/or updated a Master Plan or ATP for bicycle facilities that promotes connectivity within all of Fresno County and its urban areas
 - Measure C funds may be used to pay for development of and updates to a Master Plan or ATP

- The Master Plan or ATP will be the guiding document for upgrade and/or installation of such facilities
- If any jurisdiction fails to meet this goal, the earmarked funds for bicycle facilities shall be withheld by the Authority until such time as a jurisdiction is in compliance
- **Bicycle Facilities Earmark Thresholds**
 - Less than 25,000 population – jurisdictions are exempt from the earmarked funds for Bicycle Facilities
 - 25,000 – 74,999 population – jurisdictions may combine the earmarked funds for Class 1 Facilities and Bicycle Facilities in order to provide flexibility in implementing projects conforming to any of the provided definitions
 - Greater than 75,000 population – jurisdictions must meet the earmark targets for Bicycle Facilities

- **Allowed Accumulation of Earmark Funds Over Five (5) Years**

Every five (5) years (4 times in 20 years) there will be a compliance audit where jurisdictions must certify to the Authority that they have spent their earmark funds, but the time frame allows funds to accumulate up to a 5-year period if needed for match purposes or a large project--then the spending goals must be met thereafter.

- **Earmarks for Bicycle Facilities**

These funds may be used only for retrofitting bicycle facilities within the circulation system that existed as of January 2007 or the date of adoption of the Master Plan or ATP. Bicycle facilities must be consistent with the adopted Master Plan or ATP for each jurisdiction.

Bicycle facilities retrofitted as part of this Subprogram shall be consistent with Chapter 1000, "Bicycle Transportation Design" of the Caltrans Highway Design Manual. Where a Class I trail crosses a street or expressway at grade, or for connectivity purposes, is established on a street, expressway or freeway as a Class II, III, or IV facility, or other type of bicycle facility contained in the State of California Highway Design Manual, signing and striping shall be in accordance with the nationwide standards established within the current edition of the MUTCD (Part 9) and/or current edition of the California Supplement to the MUTCD (Part 9).

Jurisdictions shall certify to the Authority that these guidelines have been met in the utilization of Measure C funds.

- **New Bicycle Facilities**
 - Every highway, expressway, super-arterial, arterial or collector within the County constructed or reconstructed in whole or in part with Measure C funds shall include accommodations for bicycle travel either by a shared roadway or by bike lane

- A shared roadway includes a paved shoulder or a wide outside lane
- On a city or county street, road or highway, or upon a State highway that is classified as freeway or urban area expressway and not already expressly closed by order, ordinance or resolution to bicycle or pedestrian use under Section 21960 of the California Vehicle Code, the accommodation shall be by Class I, Class II, or Class IV facilities and appropriate MUTCD signing and striping
- Similarly, in the future, and consistent with the provisions of Section 888 of the Streets and Highway Code, Caltrans shall not sever or destroy an existing or proposed major bicycle route included in an adopted bicycle plan unless it provides a reasonable, safe, and convenient alternate route or such a route exists
- Identical provisions also apply to all local agencies within the County
- While not mandatory, but where circumstances require the closure of an existing bike facility, the intent is to provide an alternate bicycle route within ¼ mile or less of the severed route

■ Maintained Bicycle Facilities

Any maintenance to a street, road, or highway funded in whole or in part by Measure C funds shall, at a minimum maintain the existing level of 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 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 facility exception(s) for the proposed project using Measure C funds and identifying the specific exceptions. The exceptions are:

- The provision of bicycle access is contrary to public safety
- An alternative route already exists or will be built as part of the project that is equally or more safe and convenient in terms of 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 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 full improvement of an existing roadway, but which does not include additional lane capacity. It does not include the repair, rehabilitation or overlay of existing paved surfaces, landscaping, signing, signalization or routine maintenance that does not

include the widening of the road surface. For the purposes of this section, “Urban Areas” is defined as the FCMA and the incorporated cities of Fresno County.

- Flexibility if Needs Are Met

In 2012, 2017, and 2021 the Fresno County Transportation Authority will review the status of all jurisdictions’ Master Plans or ATPs for Bicycle Facilities.

If the Authority determines at a public hearing that a jurisdiction’s Master Plan or ATP for bicycle facilities is less than five (5) years old when last adopted, and the Master Plan or ATP has been completed at each of these five (5) year marks, the earmark requirements are suspended until the next evaluation and revert to the overall local allocation category for flexible use by the local jurisdiction.

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply. Appendix D includes the Local Transportation Pass Through Revenues Certification and Claim form.

3. REGIONAL TRANSPORTATION PROGRAM

On April 18, 2018, the Authority approved Amendment No. 5 to the Expenditure Plan that provides matching funds on a one-for-one basis to a Caltrans grant for increased litter abatement activities for a 2-year period beginning on April 18, 2018. Half of the matching funds would come from the Measure C Regional Transportation Program and half would come from any Measure C eligible agency that choose to participate in the program. Enhanced litter abatement would be limited to State highways during this pilot program in order to maximize the Caltrans grant.

The matching fund proposal is summarized below.

Funding Source	Year 1	Year 2	Total
Regional Transportation Local Abatement Program	125000	125000	250000
Local Agency Match	125000	125000	250000
Caltrans Funding	250000	250000	500000
Total Litter Abatement Program	500000	500000	1000000

In addition, the Authority has directed staff to include local matching funds for litter abatement as eligible within the Flexible Subprogram of the Local Transportation Program. Participating agencies may also provide a soft match in the form of time and materials. Depending on the success of this pilot program, there may be future opportunities to extend it beyond two years. The Authority and the Fresno Council of Governments (Fresno COG) staff are also exploring other long-term strategies for dealing with litter along transportation facilities within the county.

Table 5 below provides a quick overview of the funds expected during the most recent fiscal year for this Program, each of the Subprograms, and each Subprogram Category.

TABLE 5

MEASURE C EXTENSION STRATEGIC IMPLEMENTATION PLAN

Regional Transportation Program

Fiscal Year 2017/18 Estimated Funding Allocation

MEASURE C REAUTHORIZATION SALES TAX REVENUE	FY 2017/2018 MEASURE C FUNDING ESTIMATE	% OF MEASURE C FUNDING
	\$72,073,349	100.00%
FUNDING ALLOCATION PROGRAMS		
3. Regional Transportation Program	\$21,910,298	30.4%
Urban (50%)	\$10,594,782	14.7%
Rural (50%)	\$10,594,782	14.7%
Fresno Airports	\$720,733	1.0%

Short-Term Regional Transportation Program - Implementing Guidelines

Understanding the Short-Term Regional Transportation Program

According to the *Measure C Extension Expenditure Plan*, roughly 30% of the Measure C funding is directed to capacity enhancing street and highway improvements in the Urban (Clovis and Fresno Spheres of Influence) and Rural (remaining County and rural cities) areas. The Expenditure Plan authorizes major new regional transportation projects to:

- ✓ Improve freeway interchanges
- ✓ Add additional lanes
- ✓ Increase safety
- ✓ Improve major commute corridors

These projects provide for the movement of goods, services, and people throughout the County. The funding program requires new growth and development within the County and each of the cities to contribute to regional street and highway project costs through establishment of the Regional Transportation Mitigation Fee (RTMF) program.

NOTE: The Measure C Regional Transportation Program provides funding for Tier 1 and 2 urban and rural street and road projects within Fresno County and its cities. It is anticipated that 20% of the total program will be funded through implementation of a Regional Transportation Mitigation Fee (RTMF) on new or expanded development that increases traffic impacts. Each local agency is currently collecting the RTMF. If any city or Fresno County should decide in the future not to collect the RTMF, then that agency shall forfeit annually from the Local Transportation Program Street Maintenance / Rehabilitation Category, an amount equal to the amount of RTMF that would otherwise have been paid for development projects within that jurisdiction during the year.

The Measure C Expenditure Plan requires that every highway, expressway, super-arterial, arterial or collector within the County constructed or reconstructed in whole or in part with Measure C funds shall include accommodations for bicycle travel either by a shared roadway or by bike lane. Related requirements are referenced below. Additional requirements and provisions can be found in the Pedestrian and Bicycle Facilities Subprogram of this SIP.

- ✓ A shared roadway includes a paved shoulder or a wide outside lane
- ✓ On a city or county street, road or highway, or upon a State highway that is classified as freeway or urban area expressway and not already expressly closed by order, ordinance or resolution to bicycle or pedestrian use under Section 21960 of the California Vehicle Code, the accommodation shall be by Class I, Class II, or Class IV facilities and appropriate MUTCD signing and striping

- ✓ Similarly, in the future, and consistent with the provisions of Section 888 of the Streets and Highway Code, Caltrans shall not sever or destroy an existing or proposed major bicycle route included in an adopted bicycle plan unless it provides a reasonable, safe, and convenient alternate route or such a route exists
- ✓ Identical provisions also apply to all local agencies within the County
- ✓ While not mandatory, but where circumstances require the closure of an existing bike facility, the intent is to provide an alternate bicycle route within ¼ mile or less of the severed route

The Short-Term Regional Transportation Program addresses the current seven (7) year funding period within the 20-Year Program or between Fiscal Years 2017/18 and 2023/24. The remainder of this section primarily focuses on this Short-Term Program and only references the Long-Term Regional Transportation Program when necessary to describe the 20-year funding and allocation process. Additional details regarding the 20-year Measure C Regional Transportation Program are provided in the Expenditure Plan.

Urban and Rural Subprograms

Every Tier 1 project to be addressed in the Urban and Rural Subprograms over the life of the Measure is included in Tables 6 and 7. Figures 1 and 2 graphically display those Tier 1 projects included in the Short-term Regional Transportation Program. Short-term Regional Transportation Program projects will be funded using the following funding sources developed in 2017:

- ✓ Measure C funding
- ✓ Approximately 75% of the State Transportation Improvement Program (STIP) funding expected over the 20-year Measure, from prior Measure C, STIP, State Local Partnership Program (SLPP) and other prior apportionments, and other anticipated local, State or federal funding apportionments
- ✓ Developer fees. New growth and development throughout the County is required to contribute to Tier 1 project costs as part of the RTMF program and local traffic fee programs implemented by the cities of Clovis and Fresno. Details regarding the RTMF are available on the Fresno COG Website at www.fresnocog.org.

Project costs associated with all Tier 1 Urban and Rural projects have been revised to reflect current estimated costs and required improvements. Project costs are likely to change with each update of the SIP on a biennial basis or when an Expenditure Plan amendment is required.

Available funding sources for Short-term Regional Transportation Program Tier 1 Urban and Rural regional streets and highways projects total slightly less than **\$1.222 billion** (2017/18 estimate). Long-term projects in the Urban and Rural Areas are also included in Tier 1 tables and figures referenced in the *2006 Measure C Extension Expenditure Plan*. Tier 2 projects are considered for funding once Tier 1 projects have been programmed or implemented and if additional funding is still available over the 20-year period.

The following steps are described to identify the project implementation procedures and requirements.

✓ **STEP 1 - Identifying Eligible Short-Term Regional Transportation Program Projects**

Eligible Urban and Rural Short-Term Regional Transportation Projects include:

- Tier 1 Projects listed in the 2006 Measure C Expenditure Plan including all phases of development and construction

Eligible projects include those projects included on the Tier 1 list of Regional Streets and Highways Subprogram list or Tables 2 and 3 in the Measure C Extension Expenditure Plan (reference Tables 6 and 7 in this Plan). Tier 2 projects are considered for funding once Tier 1 projects have been programmed or implemented and if additional funding is still available over the 20-year period. If additional Measure C Regional Transportation Program funds are still available after all Tier 1 and Tier 2 projects have been programmed, the Authority may identify additional projects contained in the most recent RTP Update. Presently no Tier 2 Projects are proposed for funding as the Tier 1 list remains underfunded.

Short- and Long-Term Urban and Rural Regional Transportation Subprogram projects are listed in Tables 6 and 7 and Short-Term projects are displayed in Figures 1 and 2 in this Plan. In addition, detailed project sheets for each Short-Term project segment are provided in Appendix G.

Eligible investments would include all recognized Subprogram 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
- Inspection and construction engineering
- Direct staff time (salary and benefits)
- Consultants selected consistent with the Authority's, local agencies' or Caltrans' selection process
- Construction contractors selected consistent with the Authority's selection process
- Necessary Authority oversight costs (Authority staff or consultant services to manage the delivery of Regional Streets and Highways Subprogram projects financed using Measure funds)
- Increased litter abatement activities in accordance with Amendment #5 to the Expenditure Plan

TABLE 6

MEASURE C EXTENSION STRATEGIC IMPLEMENTATION PLAN

Regional Transportation Program

Fiscal Year 2017/18 Urban Program Project Cost Estimates

Proj. ID	Agency	Location	Limits	2017/18 Cost Estimate
A	Caltrans	SR 180 E	Clovis to Temperance	107,710,000
B1	Caltrans	SR 180	Brawley/Hughes West	70,160,000
B2	Fresno	SR 180	Access RD	6,397,000
B3	Caltrans	SR 180	Brawley/Hughes Land Scape	6,045,000
C1	Caltrans	SR180/41/168	Braided Ramps	60,163,000
C2	Caltrans	SR180/41/168	Braided Ramps Landscape	6,775,000
D1	Clovis	Willow	Shepherd to Copper	10,263,000
D2	Clovis	Willow	Teague to Shepherd	763,000
D2a	Clovis	Willow	Shepherd Signal	2,446,000
D3	Clovis	Willow	1/4 mi North of Alluvial	693,000
D4a	Fresno	Willow	Teague to Shepherd	193,000
D4b	Fresno	Willow	Shepherd to Behymer	2,864,000
D5	Fresno	Willow	Decatur to Shepherd	3,900,000
D6	Fresno	Willow	International to Copper	783,000
D7	Fresno	Willow	Herndon to Alluvial	5,752,000
D8	Fresno	Willow	Barstow to Escalon	2,367,000
E1	Clovis	Temperance	Enterprise Canal to Nees	2,663,000
E2	Clovis	Temperance	N & S or Sierra	2,892,000
E3	Clovis	Temperance	Shepherd to Nees	569,000
F	Fresno	Ventura	SR41 to SR 99	3,427,000
G	Fresno	SR 99	Monterey Bridge	1,602,000
H1	Fresno	California	West to Fruit	1,900,000
H2	Fresno	California	Fruit to Ventura	9,384,000
I2a	Fresno	Peach	Jensen to Butler	0
I2a	Fresno	Peach	Signal @ Church	517,000
I2b	Fresno	Peach	Butler to So SJVRR	4,969,000
I2c	Fresno	Peach	Jensen to Butler	4,484,000
I3	Fresno	Peach	SR180 to Butler	11,239,000
J	Caltrans	SR 41	Aux LN Tulare to "O"	4,900,000
K 1	Clovis	Herndon	Willow to Minnewawa	3,934,000
K 2	Clovis	Herndon	Clovis to Bundy	2,478,000
K 3	Clovis	Herndon	Temperance to DeWolf	14,060,000
K 5	Fresno	Herndon	Blythe to Valentine	0
K 5a	Fresno	Herndon	Brawley to Valentine	2,951,000
K 5b	Fresno	Herndon	Blythe to Brawley East Bound	1,936,000
K 5c	Fresno	Herndon	Blythe to Brawley West Bound	925,000
K 6	Fresno	Herndon	Valentine to Marks	2,900,000
K 7	Fresno	Herndon	SR99 to Weber	5,524,000
K 8	Fresno	Herndon	@SR99	26,365,000
K 9	Fresno	Herndon	@UPRR	61,373,000
K 10	Fresno	Herndon	Riverside to Polk	2,931,000
K 11	Fresno	Herndon	Polk to Milburn	14,383,000
L1	Clovis	Shaw	East of Locan	2,360,000
L2	Clovis	Shaw	Dewolf to McCall	16,777,000
M	Caltrans	SR 99	North to Cedar	96,311,000
N1	Fresno	Veterans Blvd	Interchange	91,477,000
N2	Fresno	Veterans Blvd	Shaw/Barstow Bullard/Herndon	59,656,000
Net RTMF Loan				21,568,000
TOTAL URBAN PROJECT COST:				\$763,729,000

TABLE 7

MEASURE C EXTENSION STRATEGIC IMPLEMENTATION PLAN

Regional Transportation Program

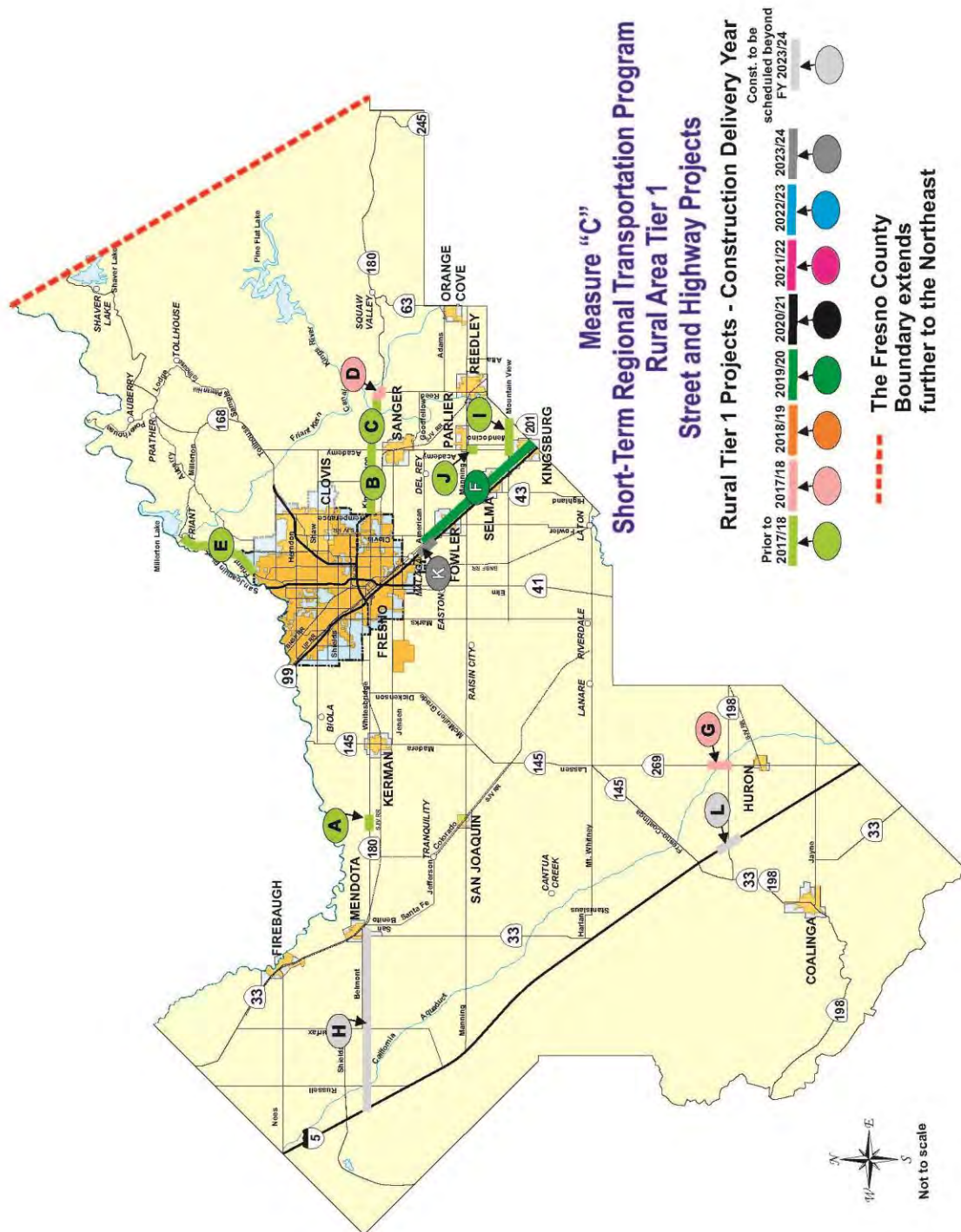
Fiscal Year 2017/18 Rural Program Project Cost Estimates

Proj. ID	Responsible Agency	Location	Limits	2017/18 Cost Estimate
A	Caltrans	SR180 W	Yuba/James Ave. Passing Lanes	12,782,000
B	Caltrans	SR 180 E	Temperance Ave. to Academy Ave.	68,443,000
C	Caltrans	SR180 E	Academy Ave. to Trimmer Springs Rd.	35,937,000
D	Caltrans	SR180 E	Trimmer Springs Rd. to Frankwood Ave.	104,462,000
E	County	Friant Road	Copper Ave. to Millerton Rd.	2,920,000
F	County	Golden State	American Av. to Tulare County Line	53,724,000
G	Caltrans	SR 269	New Bridge/Channel - SR 198 & Huron	28,720,000
H	Caltrans	SR 180 W	SR 180 to I-5	305,110,000
I	County	Mountain View	Bethel Ave. to Tulare County Line	23,538,000
J	Parlier	Academy	Manning Ave. to Industrial Park	1,948,000
K	Caltrans	SR 99	American Ave. Interchange	60,171,000
L	Caltrans	I-5	SR 198 Interchange	18,236,000
Net RTMF Loan				9,700,000
TOTAL RURAL PROJECT COST:				725,691,000

Measure "C"
Short-Term Regional Transportation
Program
Urban Area Tier 1



FIGURE 2



Indirect costs (as defined by OMB Circular A-87) will be considered an eligible expense and retroactive expenses prior to July 1, 2007 are considered ineligible. Expenses incurred after July 1, 2007, but before a responsible agency has entered into a cooperative project agreement with the Authority for a currently active project, are incurred at the risk of the responsible agency. The cooperative project agreement will establish the final budget for a project.

✓ **Step 2 – Technical Prioritization of Tier 1 Urban and Rural Projects**

A methodology was developed to establish a process for prioritizing Measure C Tier 1 Urban and Rural Regional Transportation Program improvement projects during development of the Measure C Extension Expenditure Plan. The prioritization process is not the only criteria that the Regional Transportation Subcommittee considered to program projects over time. Other possible factors that were considered include:

- Project readiness
- Timing and availability of funds
- System connectivity
- Other local conditions that warrant priority

An analysis framework consisting of measurable criteria was developed based upon the same process applied in past *Regional Transportation Plans (RTPs)* to establish project priorities. Emphasis was given to identifying key differences between the Tier 1 projects and the tradeoffs that need to be weighed in programming process. To evaluate regional street and highway projects, staff developed quantification and qualification evaluation criteria focusing on project objectives or benefits. A description of the process is on file at Fresno COG. Since development of the Extension Expenditure Plan, emphasis has been placed on project readiness and the timing and availability of funding to develop the program of regional transportation projects.

✓ **Step 3 – Identifying Available Short-Term Regional Transportation Program Funding Sources**

Referencing Table 8, the Measure C allocation for Short-term Tier 1 projects is 50% for urban projects and 50% for rural projects. Referencing the Expenditure Plan, in order to accomplish the Tier 1 program in a timely fashion, approximately 75% of the STIP funds due to the Fresno County region over the 20-year life of the Measure C (2007-2027) have been committed to Tier 1 projects.

In total, cost estimates for the Measure C Regional Transportation Program projects increased by \$1.6 million from the prior SIP estimate (2016). Revenues allocated to the Regional Transportation Program increased by \$4.5 million, thereby reducing the 20-year Measure C Expenditure Plan's overall deficit to \$267.7 million.

TABLE 8**MEASURE C EXTENSION STRATEGIC IMPLEMENTATION PLAN****Regional Transportation Program**

Fiscal Year 2017/18 Urban and Rural Program Funding Sources & Project Costs
(In \$1,000s)

Funding Source	Urban	Rural	Total
Measure C	214,698	214,698	429,396
Prior Measure C	99,273	51,375	150,648
Prior STIP **	5,700	25,317	31,017
Current STIP **	124,814	56,681	181,495
Total STIP	130,514	81,998	212,512
State & Local Partnership	14,774	10,400	25,174
Prior TCRP **	20,000		20,000
Current TCRP **	2,562		2,562
CHSR **	28,000		28,000
Total State	105,562	29,100	134,662
Prior Other Federal **	11,670		11,670
FEDERAL ARRA **		21,503	21,503
RSTP/CMAQ **	16,128		16,128
Total Federal	27,798	21,503	49,301
RTMF	71,763	68,581	140,344
Local Funds/Developer Fees	56,922		56,922
Interest	8,927	13,875	22,802
Total Revenues	\$730,231	\$491,530	\$1,221,761
Total Project Costs	\$730,231	\$491,530	\$1,221,761
Net Deficit	-\$33,498	-\$234,161	-\$267,659

Regional Measure C sales tax collections have been slowing, so the long-term estimate is down approximately \$7.4 million from the previous estimate. Regional Transportation Mitigation Fee (RTMF) proceeds are also down by \$1.2 million; however, sales tax proceeds appear to be increasing.

Long-range State Transportation Improvement Program (STIP) funds have been reduced by \$16.5 million, reflecting reductions from the previous \$750 million statewide deficit; however, with Senate Bill 1 (SB 1), an additional \$14 million per year is anticipated in fiscal year (FY) 2020-21. As a result, future SIP updates may show significant increases in anticipated STIP funding. The California Transportation Commission (CTC) allowed Fresno COG to program \$16.6 million of the \$28.4 million County Share Balance in FY 2019-20. If SB 1 survives statewide voter consideration on the November 2018 ballot (the anticipated

referendum), Fresno COG may have as much as \$58 million in STIP county shares to program in FY 2022-23. The STIP also created a new category for Advance Project Development Element (APDE) to encourage shelf-ready projects. APDE counts against county share balances but not against the FY 2019-20 \$16.6 million target.

SB 1's Local Partnership Program is anticipated to provide an additional \$5.4 million; however, the guidelines are still being developed by the State and estimates are subject to change.

Another \$28 million is provided by the California High Speed Rail Authority (CHSRA) for the railroad overpass associated with Veterans Boulevard, while the State Highway Operations and Protection Program (SHOPP) provided an additional \$12.3 million for construction on State Route (SR) 269.

Local development fees are down \$5.5 million and interest earnings decreased by \$10.9 million by carrying smaller cash reserves.

In addition, funding will be available for Short-term projects through implementation of the Regional Transportation Mitigation Fee (RTMF) on new or expanded development that increases traffic impacts, as well as other funding sources such as California High-Speed Rail (CHSR) funding.

Although the primary purpose of the Regional Transportation Program fund is to augment Tier 1 funding levels, there is recognition that it is difficult to accurately project revenues / expenditures over a 20-year period. Therefore, in the event that additional resources (e.g. federal or State earmarks) are made available to fully fund all of the Tier 1 projects over the life of the Measure, it is acknowledged that the Authority (in consultation with Fresno COG), will have the flexibility to fund other urban and rural street and road projects contained in the Tier 2 list of regional transportation projects. This would be accomplished through the SIP update process, and appropriate Tier 2 list project(s) would be amended into the Tier 1 funded program. The Short-Term Regional Transportation Program is driven by the availability of funding from Measure C, STIP, and other State, federal, and local funding programs.

As previously mentioned, the Expenditure Plan assumes that 75% of the available STIP revenues will be allocated to Urban and Rural Tier 1 projects over the 20-year Measure. Long established Fresno COG policy regarding the STIP County Share prioritizes projects on the Urban and Rural Tier 1 Program and assumes 75% of the available STIP revenues will be allocated to the Urban and Rural Tier 1 Program over the 20-year Measure; however, reductions in future STIP estimates bring into question the ability of the STIP to deliver projects promised on the Tier 1 list even using 100% STIP shares. For purposes of the updated Short-Term Regional Transportation Program (reference Tables 9 and 10), some funding from the STIP and RTMF revenue is assumed.

Measure C Transportation Sales Tax Extension

Measure C Strategic Implementation Plan

TABLE 9

MEASURE C EXTENSION IMPLEMENTATION PLAN

Regional Transportation Program

Urban Program of Projects FY 2017/18 - FY 2023/24

(In \$1,000s)

Project ID	Urban Regional Program	Project Phase	Prior 06/30/17	Short Term Planning Period						Long Term Planning Period				Total
				2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
A	SR 180 East	PE	0	0	0	0	0	0	0	0	0	0	0	0
	Clovis to Temperance	ROW	0	0	0	0	0	0	0	0	0	0	0	0
	Caltrans	Const	107,710	0	0	0	0	0	0	0	0	0	0	107,710
	Total		107,710	0	0	0	0	0	0	0	0	0	0	107,710
B1 & B3	SR180 West	PE	785	0	0	0	0	0	0	0	0	0	0	785
	Brawley to Hughes West	ROW	10	0	0	0	0	0	0	0	0	0	0	10
	Caltrans	Const	70,160	0	0	0	5,250	0	0	0	0	0	0	75,410
	Total		70,955	0	0	0	5,250	0	0	0	0	0	0	76,205
B2	SR180 West - Frontage Road	PE	335	0	0	0	0	0	0	0	0	0	0	335
	Marks to Hughes West	ROW	2,758	0	0	0	0	0	0	0	0	0	0	2,758
	Fresno	Const	3,304	0	0	0	0	0	0	0	0	0	0	3,304
	Total		6,397	0	0	0	0	0	0	0	0	0	0	6,397
I	Peach	PE	1,352	0	0	0	0	0	0	0	0	0	0	1,352
	Traffic Signal @ Church	ROW	4,575	0	0	0	0	0	0	400	0	0	0	4,975
	Fresno	Const	6,714	4,084	0	0	0	0	0	0	0	0	4,084	14,882
	Total		12,641	4,084	0	0	0	0	0	400	0	0	4,084	21,209
G	Monterey Bridge	PE	155	0	0	0	0	0	0	0	0	0	0	155
	Broadway - Golden State	ROW	0	0	0	0	0	0	0	0	0	0	0	0
	Fresno	Const	1,447	0	0	0	0	0	0	0	0	0	0	1,447
	Total		1,602	0	0	0	0	0	0	0	0	0	0	1,602
D	Willow	PE	1,859	0	0	0	0	0	0	250	0	0	87	2,196
		ROW	3,493	0	0	0	0	0	0	865	0	0	0	4,358
	Fresno/Clovis	Const	16,781	1,356	0	0	0	0	0	0	0	5,333	23,470	23,470
	Total		22,133	1,356	0	0	0	0	0	1,115	0	0	5,420	30,024
F	Ventura	PE	0	0	0	0	0	0	0	219	0	0	0	219
	Sr 41 to Sr 99	ROW	0	0	0	0	0	0	0	820	0	0	0	820
	Fresno	Const	0	0	0	0	0	0	0	0	0	2,388	2,388	2,388
	Total		0	0	0	0	0	0	0	1,039	0	0	2,388	3,427
C	Sr 41,168,180 Braided Ramps	PE	5,265	0	0	0	0	0	0	0	0	0	0	5,265
		ROW	110	0	0	0	0	0	0	0	0	0	0	110
	Caltrans	Const	61,563	0	0	0	0	0	0	0	0	0	0	61,563
	Total		66,938	0	0	0	0	0	0	0	0	0	0	66,938
K	Herndon	PE	4,381	0	0	232	0	0	0	0	0	851	0	5,464
		ROW	7,454	0	0	0	299	0	0	0	0	0	0	7,753
	Fresno/Clovis	Const	16,106	8,531	0	0	2,400	12,619	0	0	0	0	86,887	126,543
	Total		27,941	8,531	0	232	2,699	12,619	0	0	0	851	86,887	139,760
L	Shaw	PE	979	0	0	0	0	0	0	0	0	0	0	979
		ROW	3,413	150	0	0	0	0	0	0	0	0	0	3,563
	Clovis	Const	13,595	1,000	0	0	0	0	0	0	0	0	0	14,595
	Total		17,987	1,150	0	0	0	0	0	0	0	0	0	19,137
H	California	PE	0	0	0	0	0	0	0	0	574	0	0	574
		ROW	0	0	0	0	0	0	0	0	0	2,701	0	2,701
	Fresno	Const	1,900	0	0	0	0	0	0	0	0	0	6,109	8,009
	Total		1,900	0	0	0	0	0	0	0	574	2,701	6,109	11,284
M	SR99 Interchange	PE	263	0	3,000	0	0	8,500	0	0	0	0	0	11,763
	North/Cedar/SR 99	ROW	0	0	0	0	0	33,853	0	0	0	0	0	33,853
	Caltrans	Const	0	0	0	0	0	0	0	50,695	0	0	0	50,695
	Total		263	0	3,000	0	0	42,353	0	50,695	0	0	0	96,311
E	Temperance	PE	0	0	0	0	0	0	0	0	0	0	0	0
	Enterprise Canal to South of Shepherd	ROW	346	0	0	0	0	0	0	0	0	0	0	346
	Clovis	Const	5,192	0	0	0	0	0	0	0	0	0	0	5,192
	Total		6,124	0	0	0	0	0	0	0	0	0	0	6,124
J	SR41 Aux Lanes	PE	1,650	0	0	0	0	0	0	0	0	0	0	1,650
	Tulare to "O" Street	ROW	150	0	0	0	0	0	0	0	0	0	0	150
	Caltrans	Const	3,100	0	0	0	0	0	0	0	0	0	0	3,100
	Total		4,900	0	0	0	0	0	0	0	0	0	0	4,900
N	Veterans Blvd.	PE	11,601	0	0	0	0	0	0	0	0	0	0	11,601
		ROW	22,823	0	0	0	0	0	0	0	0	0	0	22,823
	Fresno	Const	0	0	0	116,709	0	0	0	0	0	0	0	116,709
	Total		34,424	0	0	116,709	0	0	0	0	0	0	0	151,133
Grand Total			PE	29,211	0	3,000	232	0	8,500	0	469	574	851	42,924
			ROW	45,132	150	0	0	299	33,853	0	2,085	0	2,701	84,220
			Const	307,572	14,971	0	116,709	7,650	12,619	0	50,695	0	0	615,017
			Total	381,915	15,121	3,000	116,941	7,949	54,972	0	53,249	574	3,552	742,161

Measure C Transportation Sales Tax Extension

Measure C Strategic Implementation Plan

TABLE 9 (CONTINUED)

Urban Program Funding Allocation		Prior 06/30/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Total
Balance Forward		0	9,338	13,619	26,131	1,229	15,155	741	16,684	8,801	26,096	41,872	
Revenues													
Measure "C"		87,285	10,612	11,037	11,478	11,937	12,415	12,912	13,428	13,965	14,524	15,105	214,698
Prior Measure		88,347	0	0	7,318	0	0	0	3,608	0	0	0	99,273
STIP		60,923	0	3,000	14,616	4,700	23,010	0	24,265	0	0	0	130,514
SLPP		11,618	1,356	0	1,800	0	0	0	0	0	0	0	14,774
Other State - HBR/Shopp/Ect.		76,162	1,400	0	28,000	0	0	0	0	0	0	0	105,562
Fed Aid - RSTP/CMAQ/DEMO/STIM		27,798	0	0	0	0	0	0	0	0	0	0	27,798
RTMF		41,742	0	0	30,021	0	0	0	0	0	0	0	71,763
Local Development Fees		8,337	4,196	0	14,015	2,699	2,378	0	623	0	0	10,271	42,519
Other Local		932	0	0	13,471	0	0	0	0	0	0	0	14,403
Interest		4,171	395	684	471	282	273	300	438	600	1,169	144	8,927
Total Revenues		407,315	17,959	14,721	121,190	19,618	38,076	13,212	42,362	14,565	15,693	25,520	730,231
Expenses													
Project Expenses		381,915	15,121	3,000	116,941	7,949	54,972	0	53,249	574	3,552	104,888	742,161
RTMF Debt Service		16,062	(1,443)	(791)	29,151	(2,257)	(2,482)	(2,731)	(3,004)	(3,304)	(3,635)	(3,998)	21,568
Total Expenses		397,977	13,678	2,209	146,092	5,692	52,490	(2,731)	50,245	(2,730)	(83)	100,890	763,729
Ending Balance			9,338	13,619	26,131	1,229	15,155	741	16,684	8,801	26,096	41,872	(33,498)

Measure C Transportation Sales Tax Extension

Measure C Strategic Implementation Plan

TABLE 10

MEASURE C EXTENSION IMPLEMENTATION PLAN

Regional Transportation Program

Rural Program of Projects FY 2017/18 - FY 2023/24

(In \$1,000s)

Project ID	Rural Regional Program	Project Phase	Prior 06/30/17	Short Term Planning Period							Long Term Planning Period				Total
			2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27			
B	SR 180 East	PE	11,841	0	0	0	0	0	0	0	0	0	11,841		
	Temperance to Quality	ROW	23,859	0	0	0	0	0	0	0	0	0	23,859		
	Caltrans	Const	32,743	0	0	0	0	0	0	0	0	0	32,743		
		Total	68,443	0	0	0	0	0	0	0	0	0	68,443		
E	Friant Rd.	PE	0	0	0	0	0	0	0	0	0	0	0		
	Copper to Millerton	ROW	0	0	0	0	0	0	0	0	0	0	0		
	County	Const	2,920	0	0	0	0	0	0	0	0	0	2,920		
		Total	2,920	0	0	0	0	0	0	0	0	0	2,920		
I	Mounian View	PE	2,041	0	0	0	0	0	0	0	0	0	2,041		
	Bethel to Tulare co.	ROW	3,660	0	0	0	0	0	0	0	0	0	3,660		
	County	Const	17,837	0	0	0	0	0	0	0	0	0	17,837		
		Total	23,538	0	0	0	0	0	0	0	0	0	23,538		
F	Golden State	PE	4,531	429	0	0	0	0	0	0	0	0	4,960		
	American to Tulare Co. Line	ROW	0	0	0	0	0	0	0	0	0	0	0		
	County	Const	0	39,176	9,588	0	0	0	0	0	0	0	48,764		
		Total	4,531	429	39,176	9,588	0	0	0	0	0	0	53,724		
G	SR 269 Bridge	PE	4,700	0	0	0	0	0	0	0	0	0	4,700		
	@SR 109	ROW	1,520	0	0	0	0	0	0	0	0	0	1,520		
	Caltrans	Const	0	22,500	0	0	0	0	0	0	0	0	22,500		
		Total	6,220	22,500	0	0	0	0	0	0	0	0	28,720		
J	Academy	PE	219	0	0	0	0	0	0	0	0	0	219		
	Manning to Industrial Park	ROW	371	0	0	0	0	0	0	0	0	0	371		
	Parlier	Const	1,358	0	0	0	0	0	0	0	0	0	1,358		
		Total	1,948	0	0	0	0	0	0	0	0	0	1,948		
K	American Avenue Interchange	PE	0	350	3,322	0	0	4,492	0	0	0	0	8,164		
	American Avenue @ SR 99	ROW	0	0	0	0	2,709	0	0	0	0	0	2,709		
	Caltrans	Const	0	0	0	0	0	0	49,298	0	0	0	49,298		
		Total	0	350	3,322	0	0	7,201	0	49,298	0	0	60,171		
C	SR 180 East	PE	5,647	0	0	0	0	0	0	0	0	0	5,647		
	Academy to Smith	ROW	10,590	0	0	0	0	0	0	0	0	0	10,590		
	Caltrans	Const	19,700	0	0	0	0	0	0	0	0	0	19,700		
		Total	35,937	0	0	0	0	0	0	0	0	0	35,937		
D	SR 180 East	PE	15,596	0	0	0	0	0	0	0	0	0	15,596		
	Trimmer to Frankwood	ROW	27,152	0	0	0	0	0	0	0	0	0	27,152		
	Caltrans	Const	59,400	2,314	0	0	0	0	0	0	0	0	61,714		
		Total	102,148	2,314	0	0	0	0	0	0	0	0	104,462		
H	SR 180 West	PE	0	0	0	0	0	0	0	0	0	42,084	42,084		
	I5 Connection	ROW	0	0	0	0	0	0	0	0	0	43,838	43,838		
	Caltrans	Const	0	0	0	0	0	0	0	0	0	219,188	219,188		
		Total	0	0	0	0	0	0	0	0	0	305,110	305,110		
A	SR180 West	PE	2,313	0	0	0	0	0	0	0	0	0	2,313		
	Yuba to James	ROW	2,295	0	0	0	0	0	0	0	0	0	2,295		
	Caltrans	Const	8,174	0	0	0	0	0	0	0	0	0	8,174		
		Total	12,782	0	0	0	0	0	0	0	0	0	12,782		
L	I5 - SR 198 Interchange	PE	0	0	0	0	0	0	0	0	0	4,208	4,208		
	I5 - SR 198	ROW	0	0	0	0	0	0	0	0	0	0	0		
	Caltrans	Const	0	0	0	0	0	0	0	0	0	14,028	14,028		
		Total	0	0	0	0	0	0	0	0	0	18,236	18,236		
	Grand Total	PE	46,888	779	3,322	0	0	4,492	0	0	0	46,292	101,773		
		ROW	69,447	0	0	0	0	2,709	0	0	0	0	43,838	115,994	
		Const	142,132	24,814	39,176	9,588	0	0	49,298	0	0	0	233,216	498,224	
		Total	258,467	25,593	42,498	9,588	0	7,201	0	49,298	0	0	323,346	715,991	
			258,467	25,593	42,498	9,588	0	7,201	0	49,298	0	0	323,346	715,991	

TABLE 10 (CONTINUED)

Rural Program Funding Allocation		Prior 06/30/16	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Total
Balance Forward		0	13,542	26,674	177	3,426	16,724	31,077	46,552	36,937	53,951	72,282	
Revenues													
Measure "C"		87,285	10,612	11,037	11,478	11,937	12,415	12,912	13,428	13,965	14,524	15,105	214,698
Prior Measure		14,720	2,664	3,322	0	0	7,201	0	23,468	0	0	0	51,375
STIP		81,998	0	0	0	0	0	0	0	0	0	0	81,998
SLPP		10,400	0	0	0	0	0	0	0	0	0	0	10,400
Other State - HBR/SHOPP/ect.		6,600	22,500	0	0	0	0	0	0	0	0	0	29,100
Fed Aid - RSTP/CMAQ/DEMO		21,503	0	0	0	0	0	0	0	0	0	0	21,503
RTMF		68,581	0	0	0	0	0	0	0	0	0	0	68,581
Local Development Fees		0	0	0	0	0	0	0	0	0	0	0	0
Other Local		0	0	0	0	0	0	0	0	0	0	0	0
Interest		4,985	692	462	62	347	822	1,335	1,436	1,563	2,171	0	13,875
Total Revenues		296,072	36,468	14,821	11,540	12,284	20,438	14,247	38,332	15,528	16,695	15,105	491,530
Expenses													
Project Expenses		258,467	25,593	42,498	9,588	0	7,201	0	49,298	0	0	323,346	715,991
Debt Service		24,063	(2,257)	(1,180)	(1,297)	(1,015)	(1,116)	(1,228)	(1,351)	(1,486)	(1,635)	(1,798)	9,700
Total Expenses		282,530	23,336	41,318	8,291	(1,015)	6,085	(1,228)	47,947	(1,486)	(1,635)	321,548	725,691
Ending Balance		13,542	26,674	177	3,426	16,724	31,077	46,552	36,937	53,951	72,282	(234,161)	(234,161)

In addition, other federal and State funding is assumed. Consistent with the recommendation by the Regional Transportation Subcommittee, a majority of STIP funds and RTMF funding will still be allocated to State Route and major expressway/arterial improvement projects under the Long-Term Regional Transportation Program. The scheduling of projects in the Long-Term period reflected in Tables 9 and 10 is strictly for purpose of financially constraining the 20-year funding period.

The allocation of funds described in this SIP will be achieved over the next seven (7) years and may vary from year to year. Because funding estimates in this SIP are based on percentage distributions, dollar values in this Plan are estimates only. Actual revenues will be programmed based on the percentage distributions identified in the Expenditure Plan. Actual revenues may be higher or lower than expected in this SIP, due to changes in sales tax receipts, the amount of regional impact fees collected, and/or matching or leveraging capability. Matching or leveraging of outside funding sources is strongly encouraged. Any additional transportation sales tax revenues made available through their replacement by matching funds will be reallocated and programmed during the biennial SIP update process.

Estimated Measure C Extension and other funding available to responsible agencies to implement short-term regional street and road projects over the seven (7) year program is provided in Tables 9 and 10. Updated tables will be provided at least biennially during update of this SIP.

✓ **Step 4 - Process Applied to Develop the Short-Term Program of Projects**

Projects were originally prioritized using the technical process described in Step 3. However, technical prioritization does not result in a logical SIP, as various project segments may score higher than other segments that should be constructed first.

The updated project implementation schedule for the 20-year Measure has been split into two (2) planning periods; Short-Term (7-year period between FY 2017/18 and 2023/24), and Long-Term (3-year period between FY 2024/25 and 2026/27). The Short-Term period uses mainly Measure C funding, STIP, other State funding, and RTMF funding. The projects scheduled during this period have a strong assurance of being completed. The Long-Term period uses Measure, developer fees, and interest proceeds. The projects in the Long-Term period are at the highest risk for completion and funding, as revenues and inflation are difficult to predict. These projects are also subject to schedule adjustment in future SIP updates.

There is generally strong agreement that the projects in the Short-Term period are the projects that need to be completed first. There is less agreement regarding the scheduling of projects in the Long-Term period. In addition, estimates and details regarding these projects are changing significantly, as project concepts are developed. As previously stated, the scheduling of projects in the Long-Term period is strictly for the purpose of financially constraining the 20-year period and does not accurately reflect when the projects will be delivered. It is anticipated that those details will be addressed as a clearer picture of revenues and cost estimates evolve over time.

The ability to fully fund or complete all programs or projects on the Tier 1 urban and rural project lists may be impacted by changing circumstances over the duration of the sales tax. Tax proceeds originally allocated to a listed project may become available for reallocation due to a number of reasons including the following:

- A listed project is completed under budget
- A listed project is partially or fully funded by funding sources other than revenues referenced in Tables 9 and 10
- A project sponsor and implementing agency request deletion of a listed project because of the unavailability of other local funds
- A listed project cannot be completed due to an infeasible design, construction limitation, or substantial failure to meet specified implementation milestones

The original (2006) Measure C Extension Expenditure Plan anticipated \$504 million in sales tax, \$400 million in STIP funds, and approximately \$102 million in RTMF fees for a total of approximately \$1 billion in regional revenues to fund the Urban and Rural Tier 1 projects. The anticipated cost of the Urban and Rural Tier 1 projects at the time (inflated at 5% through to the year 2017 or halfway through the 20-year life of the Measure), was also approximately \$1 billion. The uninflated project cost for Tier 1 projects was projected at approximately \$534 million. Upon finding that Measure and other funding proceeds are available for reallocation, Fresno COG and the Authority may reallocate Measure and other revenues to other Tier 1 improvement projects or if Tier 1 is fully funded, identify projects in the Urban and Rural Tier 2 project lists that may be funded.

Since the voters approved the Expenditure Plan, funding estimates have been adjusted in lieu of changed revenue expectations. Referencing Table 8, staff now estimates a combined revenue estimate of \$1.222 billion. This includes approximately \$150.7 million in revenues

generated under the prior Measure C for projects that will be completed under the Measure C Extension. In the spirit of leveraging Measure revenues, other revenues are anticipated, which were not assumed when the Measure was approved by voters in 2006. Other revenues include interest, State and federal grants, local contributions, and local developer fees/exactions.

Implementation of the RTMF program was approved by Fresno COG in October 2009 and became effective on January 1, 2010. The program provides funding for major projects in the Regional Transportation Program and to a list of other freeway interchanges not included in the Regional Transportation Program. It is anticipated the RTMF may generate \$144.7 million over the 20-year period. For the Short-term Regional Transportation Program, it is anticipated that the RTMF may generate \$140.3 million by 2023/24. Projecting the collection of RTMF funding is difficult since the building industry is still recovering from the recent recession. The build-up of RTMF program funding to a level adequate to provide anticipated construction will take years, and advocates for all the nominated projects are anxious to have their projects built as soon as possible. As a result, the schedule included in Tables 9 and 10 considers a mixture of Measure C, STIP, and RTMF program funds to deliver the projects as early as possible. The mix of funding for each project does not represent a firm commitment at this stage and RTMF program funding is subject to change as actual proceeds are collected and future projections change.

Further explanation of revisions to the allocation of funds to both the Urban and Rural Subprograms follows.

- Urban Subprogram (Table 9)
 - The Urban Subprogram has estimated revenues of \$730.2 million, projected net expenses of \$763.7 million, resulting in a net deficit of \$33.5 million. Project costs decreased \$5.4 million due to decreased inflationary expectations from the 2016 SR 99 North\Cedar Interchange Project Study Report (PSR). While the project's base cost estimates increased by approximately \$2 million dollars, the original cost estimates were inflated from 2007. This has resulted in a higher inflation factor in the prior SIP. More recent estimates from the current PSR do not compound as many years into the future.
 - Another \$4.1 million in increased funding has been allocated to three projects in FY 2017/18 including:
 - Willow Avenue between Shepherd Avenue and Copper Avenue
 - Herndon Avenue between Temperance Avenue and DeWolf Avenue
 - Shaw Avenue between Dewolf Avenue and McCall Avenue

The Willow Avenue project is expected to be the initial candidate project for the SB 1 Local Partnership Program. In addition, approximately \$2 million in contingency funding has been restored to the SR 41, SR 180 and SR 168 braided ramp project

pending the final cost estimate. The cost for the SR 180 West Landscaping project, scheduled in FY 2021/22, did increase by \$923,000.

- The City of Fresno has recommended delaying several smaller projects until Veterans Boulevard and the SR 99 North Avenue\Cedar Avenue interchange projects are delivered, including segments of Peach, Willow, Ventura and Herndon Avenues. As the Veterans Boulevard project design process nears completion and cost estimates become clearer, the project is anticipated to increase \$6.9 million from the previous SIP. The project is expected to be ready to program in the SIP in FY 2018/19.
- The Urban Subprogram provides two options for delivering the Veterans Boulevard project. The City of Fresno is currently applying for a \$44.5 million federal Infrastructure for Rebuilding America (INFRA) grant. If the INFRA grant application is successful, the City intends to start construction of the project in FY 2018/19, as required by the INFRA grant. If the City is not successful, the Urban Subprogram provides a “back-up plan” to deliver Veterans Boulevard in FY 2019/20 using a combination of STIP funds, Measure C and RTMF. The plan to deliver Veterans Boulevard in FY 2019/20 includes tentative arrangements with the City of Fresno to borrow \$13.4 million of its future Measure C Local Transportation Program allocation.
- The PSR for the SR 99 North Avenue to Cedar Avenue project provides three options to consider for construction. The option included in this SIP, Alternative 1, provides for an allocation of \$86 million to the project, with 15 percent of that amount for environmental and design cost and \$3 million in STIP Advance Project Development Element (APDE) funding programmed for FY 2018/19 to initiate the environmental process. Caltrans anticipates that the environmental effort will be complete by October 1, 2021. Another \$43.4 million is programmed to start the design and right-of-way phases in FY 2021/22. Finally, \$50.7 million for construction is scheduled in FY 2023/24.

- Rural Subprogram (Table 10)

For this SIP, the Rural Subprogram currently has \$491.5 million in estimated revenues, with projected expenses of \$725.7 million and a net deficit of \$234.2 million. Net project costs increased \$6.98 million.

The California Transportation Commission (CTC) awarded \$34.7 million in STIP funds to the SR 180 - Trimmer Springs to Frankwood Avenue project. The project was bid for construction but received bids came in with higher costs than expected. Rather than delay the award, staff and Caltrans agreed to make up the unfunded difference with STIP Resolution G-02-12 (G12) contingency funding and are now requesting \$2.3 million in Measure C funding to restore the contingency amount.

SR 269 is now fully funded through the State Highway operations and Protection Program (SHOPP) program and is scheduled to begin construction this fiscal year (FY 2017/18) if Caltrans can agree with the Army Corps of Engineers (USACE) regarding a long-term environmental issue raised by the Department of the Interior (USDOI). The environmental issue concerns the California Aqueduct, which blocks the area's natural flood plain.

The Golden State Corridor project design contract is continuing. Following requests from participating cities and the County, the project engineer has updated the 30 percent design specifications and revised various work scopes. The revised specifications call for:

- Enhanced pavement requirements per geotechnical testing
- Realignment of Stroud Avenue, including a traffic signal and railroad requirements
- Relocating a traffic signal from DeWolf Avenue to McCall Avenue
- Replacing a deteriorated bridge and culvert along the Fowler Switch Canal
- Lighting
- Extending the project limits from Lincoln Avenue to American Avenue at the request of Fresno County

The scope changes add \$5.5 million to the project, which is scheduled to begin construction in FY 2018/19. This SIP allocates 10 percent of funding for construction engineering and also includes a 20 percent contingency, which can be allocated to various project components or reduced as the design nears completion.

The next major project is the SR 99 American Avenue interchange, one of five (5) half interchanges that allow traffic to enter the freeway going one direction and exit going the other direction. The others are located at North, Cedar, Central and Chestnut Avenues. Together, they provide complete access to a growing industrial area and the proposed High-Speed Rail Heavy Maintenance Facility. Since Caltrans no longer designs half-interchange structures, the network of access points will have to be adjusted, reducing the number of interchanges to three (3) complete interchanges. For this reason, economies of scale will be realized by environmentally clearing all three interchanges concurrently.

Approximately \$350,000 is programmed in FY 2017/18 for a Project Study Report (PSR) for the American Avenue interchange, which due to its proximity to the North and Cedar Avenue interchange, will likely include an analysis of the entire SR 99 corridor between the two interchanges (SR 99/American Avenue and SR 99/North and Cedar Avenues) and \$3.3 million in FY 2018/19 for environmental work. This coincides with the \$3 million APDE funding programmed for the SR 99/North and Cedar Avenues interchange. Once the environmental work is complete, Caltrans will be able to determine how construction should be phased. This SIP however, does join the schedule for the SR 99/American interchange with the SR 99/North and Cedar Avenues interchange and programs \$7.2 million in design and right-of-way for the SR 99/American Avenue interchange in FY 2021/22 and \$49.3 million in FY 2023/24 for construction. These

estimates are based on very preliminary numbers that were prepared in 2004 for the Measure C Extension Expenditure Plan and reflected in the 2006 general election ballot. Actual costs will be better known once the PSR is complete.

✓ **Step 5 – How to Monitor Short-Term Projects and Report Accomplishments**

▪ **Responsible Agencies**

The Authority is the agency ultimately responsible for implementation of the Regional Transportation Program. The Authority may enter into cooperative project agreements with the responsible agencies identified below to plan for, design, and construct Tier 1 projects, should the Authority be assured that responsible agencies have the staff and support services to deliver the project within the approved budget and delivery schedule. Responsible agencies include the following:

- Caltrans
- City of Clovis
- City of Fresno
- City of Parlier
- County of Fresno

To ensure that projects are implemented in a timely manner and consistent with the Short-Term Program, a Project Development Team (PDT) must be formed (under the control of the responsible agency). The responsible agency delivering a Tier 1 project, will form, notice, conduct and administer the PDT for each Tier 1 project. Every PDT formed by a responsible agency for any project on the Tier 1 list shall include a member from the Authority and Fresno COG. Cooperative project agreements between the Authority and a responsible agency will document the following on a project-by-project basis:

- Scope of work
- Project schedule
- Funding plan
- Reporting requirements
- Acceptance of Authority's Appropriation Policies
- Inclusion of the Authority in all legal agreements, settlement hearings, or other legal proceedings associated with a project

In addition, the following requirements apply:

- Cooperative project agreements must be executed by resolution of the responsible agency's governing board/council and by the Authority prior to the first appropriation taking place

- Once a project is programmed in this SIP, the responsible agency will enter into a cooperative project agreement with the Authority and can then request an appropriation in the fiscal year that programming is in place. The appropriation request will outline what the funding will be used for and how local matching funds will be applied
- The responsible agency will submit invoices to the Authority for reimbursement of eligible costs as frequently as monthly (reference Appendix H). The Authority will review invoices for quality control and provide reimbursement within 60 days
- A cooperative project agreement should be created to formalize these elements for each project. The Authority should take the lead in coordinating the development of such a document when the need arises, but it is incumbent upon the responsible agency to initiate discussions and establish a conceptual project scope and funding plan prior to initiating the cooperative project agreement process
- The cooperative project agreement shall include project costs less than or equal to the inflated project costs referenced in this SIP for each project. In no case shall the total amount in Appendix G of this Plan be exceeded without a written amendment to the cooperative project agreement and to the SIP
- For projects where the responsible agency has committed to provide a 20% local development fee match, the responsible agency has a lead role in securing the matching funds required to fully fund the project. The sources for this additional revenue can include local development fees, other local revenue sources, and State or federal grant programs
- Responsible agencies that leverage funding in excess of the 20% local development fee match may request on a project by project basis, to reduce the 20% match requirement on subsequent projects providing the leveraged funds do not reduce regional formula funds
- Costs incurred on a project prior to collection of Measure C Extension proceeds (July 1, 2007), will not be counted toward the local match requirement. However, items such as staff time, right-of-way purchases, environmental documents or design costs as incurred after July 1, 2007 can be considered eligible as local match contributions

✓ **Step 6 – How to Invoice Regional Transportation Program Funds**

All allocations of the Measure C Regional Transportation Program funds from the Authority to responsible agencies must be in accordance with an executed cooperative project agreement between the Authority and a responsible agency, which has agreed to plan for, design, and construct a Tier 1 project. The responsible agency will be required to submit one (1) complete original and one (1) copy of the application and invoice package (reference Appendix H – Project Certification and Invoice Form). All invoices for allocations of Measure C Regional Transportation Program funds by a responsible agency will be reviewed for the following:

- Consistency with the Expenditure Plan and the SIP
- Completeness of the invoice

- All allocations of Measure C funds will be governed by a cooperative project agreement between Authority and a responsible agency sponsoring the project. The Authority will approve such allocations. The Authority's Governing Board will have the authority to execute such agreements. The following provisions detail required provisions and issues related to the cooperative project agreement process:
 - The STIP or other funding amounts identified in the Tier 1 Program of Projects Table (reference Tables 9 and 10) are considered "maximum" contributions available to each project included in the Table, unless excess Measure C or other revenues are received or anticipated
 - On a biannual basis, the Regional Transportation Program funding schedule is updated and outlines which projects will move forward during each fiscal year. Once a responsible agency has entered into a contract with the Authority, they will use the invoice form (reference Appendix F) to seek reimbursement for eligible project costs from the Authority
 - Responsible agencies shall submit invoices to the Authority once an invoice form is approved by a responsible agency
 - The Authority will consider and approve responsible agency invoices as they are received
 - The Annual Reporting Form (Appendix I) will be submitted by responsible agencies to the Authority once expenditures are incurred by the annual deadline or November 15th. Responsible agencies indicate in submitting the invoice form for payment, their intent to complete and return the Annual Reporting Form to the Authority no later than that November 15th deadline of each year. If a responsible agency does not return the Annual Reporting to the Authority by that deadline, the Authority will withhold Measure C funds until such time as the form(s) is returned by a responsible agency and reviewed for correctness by the Authority
 - The Authority must identify and account for Measure C expenditures and identify how well Measure C funds have "leveraged" other funds for Measure-related transportation projects and programs
 - In addition, the responsible agency will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure C sales tax revenue under this Category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix J)
 - Funds determined by audit not to have been expended as provided for in the responsible agency's invoice for Measure C Short-Term Regional Transportation Program funds shall be repaid in full plus interest that would have been accrued

✓ **Step 7 – The Annual Audit Process**

Funds under this Category are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure C Enabling Legislation (reference Appendix E).

Fresno Airports Subprogram

An overview of Fresno Airports Subprogram and the steps necessary to claim funds is provided below. Table 5 also provides a quick overview of the funds expected during the most recent fiscal year for this Subprogram.

✓ Step 1 – Understanding the Funding Subprogram

The Regional Transportation Program authorizes Measure C Extension funding for major new regional projects including airport improvement projects through the Fresno Airports Subprogram. Approximately 1% of Measure C Extension funds will be invested in improvements to Fresno Yosemite International (FYI) and Fresno Chandler Downtown Executive (Fresno Chandler) Airports. The proposed list of FYI and Fresno Chandler Airport improvement projects using Measure C Extension funding is provided in Appendix G of the Extension Expenditure Plan.

The most significant capacity enhancing projects shown in the list of FYI improvement projects include the following Tier 1 and Tier 2 projects:

■ Tier 1

- Rehabilitate Taxiway C and Hold Pad
- Rehabilitate and Extend Runway 11R-29L
- Rehabilitate Taxiway B and Install all SMGCS lighting improvements. This will better address foggy day departures and prevent many delays
- Rehabilitate Taxiway C10 and Associated Aprons
- Air Cargo Expansion Phase 2
- Extend Runway 11L-29R to 10,000 feet
- Rehabilitate Concourse AC Apron NE Side
- Acquire Land for Approach
- Part 150 Noise Mitigation Program

■ Tier 2

- Extend and Rehabilitate Runway 11L-29R to 12,000 feet
- Part 150 Noise Mitigation Program

Tier 2 airport projects are considered for funding once Tier 1 projects have been programmed or implemented and if additional funding is still available over the 20-year period.

✓ **Step 2 – Available Subprogram Funds**

The estimated Measure C Extension funding available to the City of Fresno under this Subprogram is provided in Table 5.

✓ **Step 3 – Identifying Eligible Projects**

Tier 1 and Tier 2 airport improvement projects to be funded using Measure C Extension and federal, State, and other funds are provided on the previous page of this Plan. Tier 2 airport projects are considered for funding once Tier 1 projects have been programmed or implemented and if additional funding is still available over the 20-year period.

✓ **Step 4 – Other Requirements**

At this time, no other Subprogram requirements or details appear necessary. If reporting and audits appear otherwise, additional requirements or details may be defined by Fresno COG and approved by the Authority in the future.

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply. Appendix D includes the Local Transportation Pass Through Revenues Certification and Claim form.

4. ALTERNATIVE TRANSPORTATION PROGRAM

Table 11 below provides a quick overview of the funds expected during the most recent fiscal year for this Program and each of the Subprograms.

The funding for this Program would be reserved to provide local matching funds for the consolidation of rail lines through Fresno. Specifically, consolidation of the tracks will:

- ✓ Increase safety
- ✓ Reduce traffic congestion by moving the Burlington Northern Santa Fe (BNSF) Railroad tracks adjacent to the Union Pacific (UP) Railroad tracks through Fresno
- ✓ Provide for new under- or over-passes that separate vehicular and rail traffic
- ✓ Fund efforts to secure an additional \$600 to \$900 million of needed funding from State, federal, or other agencies to fully fund rail consolidation

TABLE 11

MEASURE C EXTENSION STRATEGIC IMPLEMENTATION PLAN

Alternative Transportation Program

Fiscal Year 2017/18 Estimated Funding Allocation

MEASURE C REAUTHORIZATION SALES TAX REVENUE	FY 2017/2018 MEASURE C FUNDING ESTIMATE	% OF MEASURE C FUNDING
	\$72,073,349	100.00%
FUNDING ALLOCATION PROGRAMS		
4. Alternative Transportation Program ^{*1}	\$4,324,401	6.0%
<i>Rail Consolidation</i> (If construction is not imminent in 15 years, money will be used for grade separations instead)	<i>\$4,324,401</i>	<i>6.0%</i>

^{*1} With adoption of the Measure C Extension Expenditure Plan – Amendment #1 (October 2010), and confirmation from the California High Speed Rail Authority that Fresno will be chosen as the location for their High-Speed Rail Heavy Maintenance Facility, \$25 million of the existing balance of the Measure C Alternative Transportation Program would be transferred to the new Measure C High-Speed Rail Facilities Program account. Further, Amendment #3 to the Expenditure Plan (February 2017) provided for the immediate transfer of \$500,000 from the Alternative Transportation Program to the High-Speed Rail account for use by the City of Fresno to obtain escrow agreements with the owners of the properties necessary for the Fresno location of the Heavy Maintenance Facility. These escrow agreements are non-refundable and are not subject to selection of the Fresno site by the High-Speed Rail Authority.

Referencing Table 11, Note 1, the Measure C Extension Expenditure Plan was amended on October 20, 2010 (Amendment #1) and established the new Measure C High-Speed Rail Facilities Program. With confirmation from the California High-Speed Rail Authority (CHSRA) that Fresno County has been chosen as the location for their High-Speed Rail Heavy Maintenance Facility (HMF), the existing balance of the Measure C Alternative Transportation Program would be transferred to the new Measure C High-Speed Rail Facilities Program account. All future funds formerly accrued to the Alternative Transportation Program will then be allocated to the

High-Speed Rail Facilities Program (up to a maximum of \$25 million), or should bonds be issued (up to \$25 million), until the bonds are paid back.

The funds available from this program will be used to provide capital for a variety of uses associated with development of the HMF. Should the CHSRA decide not to locate the HMF in Fresno County, Amendment #1 will become null and void.

On February 8, 2017, the FCTA Board Approved Amendment #3, which modifies Amendment #1 and authorizes the FCTA to reimburse the City of Fresno in a not to exceed amount of \$500,000 of the \$25 million, prior to the selection of Fresno as the location of the HMF, for non-refundable escrow deposits or land options.

Rail Consolidation Subprogram

An overview of the Rail Consolidation Subprogram and the steps necessary to claim funds are provided below. Table 11 also provides a quick overview of the funds expected during the most recent fiscal year for this Subprogram.

✓ **Step 1 – Understanding the Funding Program**

The goal of the Rail Consolidation Subprogram is to provide matching funding to leverage other State, federal or other funding. This funding would be used to consolidate tracks through Fresno, which has been planned since 1918. This level of locally generated funding has never been in place in the past to leverage other funding until the passage of the Measure C Extension. Measure C provides the opportunity to begin serious discussions with other funding agencies.

✓ **Step 2 – Identifying Available Subprogram Funds**

The 2017/18 estimated Measure C Extension funding available under this Subprogram is provided in Table 11. An updated table will be provided as necessary.

✓ **Step 3 – Identifying Eligible Projects**

The eligible Subprogram projects referenced in the 2006 Measure C Expenditure Plan include:

- Rail Consolidation Study. Before significant funding is allocated to specific projects in this Subprogram during the short-term period (2007 through 2012), Fresno COG shall commission a Rail Consolidation Study to include the following elements listed below.

Note: *In 2009, Fresno COG entered into an agreement with the CHSRA to jointly fund a study to define and evaluate an alignment that would accommodate both high-speed trains and rail consolidation or rail realignment. The study evolved to focus more narrowly on rail realignment as the Authority acted to implement the high-speed train project. The study concluded that a stand-alone rail realignment or consolidation project could be expected to cost between \$803 million and \$1.38 billion depending on the alignment developed, which well exceeds the total 20-year Measure C funding allocation referenced in Table 1.*

➤ Phase 1

- General Right-of-Way (ROW) assessment considering ROW needs for Rail Consolidation and High-Speed Rail implementation
- Consideration of the Rail Consolidation alignment location including coordination with Madera County

➤ Phase 2

- Corridor design considering current and future land availability/entitlements and consolidated rail operation requirements
 - Construction costs including right-of-way requirements and costs
 - Right-of-way requirements and additional costs considering high-speed rail improvements within the Union Pacific (UP) corridor
 - Costs and other benefits to the general public (vehicle delay and energy savings, reduced air emissions, etc.)
 - Costs and other benefits to the railroads
 - Environmental base line assessment and associated mitigation costs
 - Potential for and extent of public/private partnership
 - Financing mechanisms
 - Coordination with affected agencies including the Madera County Transportation Commission (MCTC) and the CHSRA
 - Identification of the implementing or other eligible agencies to receive Measure C Extension funding
 - Chronology of steps necessary to implement Study findings
-
- A portion of the funds should be allocated (allowed) to fund the effort of securing additional funding from State, federal, or other agencies to fully fund rail consolidation. This would include financing a position to seek the additional funding, securing the services of a lobbyist for the project, and working on operations issues along the corridors. The Fresno Area Residents for Rail Consolidation (FARRC) and the City of Fresno would work with the Authority to pursue the additional funding
 - Environmental Review Document (EIR/EIS)
 - Project design/engineering
 - Right-of-way acquisition
 - Construction of rail and ancillary improvements
 - Costs to secure agreements for consolidation from Burlington Northern Santa Fe (BNSF) and UP Railroads
 - Administrative, planning and implementation services associated with this Subprogram

Eligible entities include Fresno COG, Fresno County, and the City of Fresno. Should rail consolidation occur, the land along the BNSF tracks will revert to the City and County of Fresno for trails, bikeways, and pedestrian facilities.

If rail consolidation is not programmed with construction imminent within 15 years after the Measure passes, the funds would revert to grade separation projects that coordinate with transit improvements and provide the greatest amount of congestion relief and air quality benefit. It has been 10 years since the Measure C Extension passed. It does not appear that consolidation is likely to occur. Additional funding has not been identified to provide for consolidation and with the development of High-Speed Rail, options for expanding the UP tracks are very limited and highly unlikely. The Authority will be considering how to address necessary changes to this program in the near future.

In March 2016, the FCTA Board approved a loan of \$7.3 million from the Rail Consolidation Program to the City of Fresno Metro Trail Initiative. This loan will be repaid by future City of Fresno Local Transportation Program - Pedestrian Trail Subprogram funds. It is estimated that the loan will be repaid by the City of Fresno within five (5) years.

✓ **Step 4 - Performance Criteria**

To ensure that Measure C funds are allocated appropriately and provide “measurable” outcomes identified previously, the issue of rail consolidation and an evaluation of its feasibility and likelihood of securing the additional funding is to be included in the biennial update of the Expenditure Plan. As indicated in the previous section, the Authority will be performing a thorough review of this program.

✓ **Step 5 – Distributing Funds**

Funds will be distributed based upon a call for projects and resulting contract. Specifics regarding the call for projects will be developed at a later date.

✓ **Step 6 – How to Monitor the Subprogram and Report Contract Success**

Reporting will be determined on a “case by case” basis and considering provisions of the contract.

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply.

✓ **Step 7 - Other Provisions**

Given the likelihood that a majority of Rail Consolidation Subprogram funds will be available on an annual basis during the short-term period (next 5-years), the Authority reserves the right to allocate specified amounts of Subprogram funds to other Measure C Extension Programs. Such funds shall be repaid to the Rail Consolidation Subprogram consistent with Authority policy.

5. ENVIRONMENTAL ENHANCEMENT PROGRAM

Table 12 below provides a quick overview of the funds expected during the 2017/18 fiscal year for this Program and each of the Subprograms.

This program's goal is to improve air quality and the environment through two (2) important programs:

- ✓ The School Bus Replacement Program, which will replace the oldest school buses in the fleet that emits toxic fumes and emissions. Approximately 500 buses need to be replaced. All replaced buses will also be equipped with seat belts and air conditioning. Other funds, in addition to Measure C revenues, will be leveraged to address the need. The result will be cleaner-fueled and safer buses for school age children.
- ✓ Transit Oriented Development (TOD)

TABLE 12

MEASURE C EXTENSION STRATEGIC IMPLEMENTATION PLAN

Environmental Enhancement Program

Fiscal Year 2017/18 Estimated Funding Allocation

MEASURE C REAUTHORIZATION SALES TAX REVENUE	FY 2017/2018 MEASURE C FUNDING ESTIMATE	% OF MEASURE C FUNDING
	\$72,073,349	100.00%
5. Environmental Enhancement Program	\$2,522,567	3.5%
<i>School Bus Replacement</i>	<i>\$1,657,687</i>	<i>2.3%</i>
<i>Transit Oriented Development (TOD)</i>	<i>\$864,880</i>	<i>1.2%</i>

School Bus Replacement Subprogram

An overview of School Bus Replacement Subprogram and the steps necessary to claim funds are provided below. Table 12 also provides a quick overview of the funds expected during the most recent fiscal year for this Subprogram.

✓ Step 1 – Understanding the Subprogram

Approximately 2.3% of Measure C Extension is provided for the School Bus Replacement Subprogram. The School Bus Replacement Subprogram will replace the oldest school buses in Fresno County that emit unhealthy emissions. Approximately 500 buses need to be replaced. All replacement buses will be equipped with seat belts and air conditioning. Other funds, in addition to Measure C funds, will be leveraged to address the buses that need to be replaced. The result will be cleaner fueled and safer buses for school age

children and, as all school buses will be new, there will be seat belts for children providing added safety benefits. The Department of Motor Vehicles (DMV) list of registered school buses in the County, provided by the California Highway Patrol (CHP), will be used to establish the priority for funding based on the oldest fleet vehicles being replaced until the remaining buses meet current air quality standards.

If and when all the buses meet the standards, then funds would revert to implementing clean fuel infrastructure.

✓ **Step 2 – Identifying Available Subprogram Funds**

The most recent estimated Measure C Extension funding available to the Authority to implement the Subprogram is provided in Table 12. An updated table will be provided as necessary.

✓ **Step 3 – Identifying Eligible Projects**

Eligible Subprogram projects include:

- The oldest fleet vehicles would be replaced with new school buses equipped with seat belts
- Administrative, planning and implementation services associated with this Subprogram

Eligible entities under this Subprogram include school districts and school bus service providers in Fresno County.

✓ **Step 4 - Performance Criteria**

To ensure that Measure C funds are utilized appropriately and result in an effective School Bus Replacement Subprogram, planning and implementation efforts will be evaluated in accordance with the following:

- The Authority was provided a master list of registered school buses in Fresno County provided by the CHP Motor Division Unit. Every year to two (2) years, or as enough funds accumulate in this account, the Authority will create a priority list of buses in chronological order and verify eligibility by receiving a current CHP 292a form from the eligible school district showing a bus is still in service
- The goal of the Authority is to leverage wherever possible other State, federal or grant funding. With that goal in mind, once a priority list has been determined, the Authority will verify with each school district whether they are eligible for other grant funding (such as Small Schools Grant Funding, Safe Routes to School, or funding through the San Joaquin Valley Air Pollution Control District)
- The Authority will verify that each agency has gone through a competitive bidding process to receive the best price for their bus(es)
- The Authority will verify that the bus is furnished with seat belts and air conditioning. (While air conditioning isn't mandatory, it is encouraged and will be funded by the

- Authority on the condition that it is part of the purchase price and not an aftermarket installation)
- Once a priority list has been established that includes identification of the cost of the replacement bus, the type of fuel, and whether air conditioning has been included, the priority list will go before the Authority Board for approval
 - The Authority and the school district will enter into a contract outlining the specific buses by bus number and vehicle identification number (VIN) number to be replaced and the maximum funding amount the district is eligible to claim
 - Payment can be issued to either the school district or the bus vendor as requested by the school
 - Payment will not be issued until all of the following information and materials have been provided by the school district:
 - Letter from school district requesting payment identifying the old buses by number and VIN and providing the new bus and VIN number of the replacement bus(es)
 - Documentation that a replacement bus has been purchased and is ready for service by providing a current CHP 292a form
 - Documentation that the old bus has been destroyed such as the salvage certificate or letter from salvage yard
 - Proof of insurance for each bus
 - Proof of other grant funding if applicable
 - Invoice from the bus vendor
 - Proof of payment to the vendor if the Authority is reimbursing the school or the requested amount to be paid is paid directly to the vendor. The amount cannot exceed the contract amount

✓ **Step 5 – Distributing Funds**

Funds will be distributed based upon a call for projects and resulting contract.

✓ **Step 6 – How to Monitor the Subprogram and Report Contract Success**

Reporting will be determined on a “case by case” basis and considering provisions of the contract.

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply.

Transit Oriented Development (TOD) Subprogram

An overview of Transit Oriented Development (TOD) Subprogram and the steps necessary to claim funds are provided below. Table 12 also provides a quick overview of the funds expected during the most recent fiscal year for this Subprogram.

✓ Step 1 – Understanding the Subprogram

This Subprogram was created as part of the 2006 Measure C Extension Plan. The goals of the Measure C Transit Oriented Development (TOD) Subprogram are intended to support community-based transit projects that:

- 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 Subprogram 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

City and County governments in Fresno County are eligible for the TOD funding. Private sector or non-profit organizations can apply for the TOD funding through the representation of the local government where the project is located.

✓ **Step 2 – Identifying Available Subprogram Funds**

The most recent estimated Measure C Extension funding available to Fresno COG to plan and implement this Subprogram is provided in Table 12. An updated table will be provided as necessary.

✓ **Step 3 – Identifying Eligible Projects**

Eligible Subprogram projects include those listed in the Capital Improvement Program (CIP), the Planning Program, and the Housing In-Fill Incentive Program as described below.

■ **Capital Improvement Program - Eligible Activities**

Eligible capital improvement projects include pedestrian, bicycle, transit facilities and other infrastructure improvements that will support and enhance transit-oriented development. Applicants should document how the proposed projects will increase "location efficiency" so people can walk, bike and take transit; boost ridership and minimize traffic; provide a rich mix of housing, shopping and transportation choices; generate revenue for the public and private sectors; provide value for both new and existing residents, and create a sense of place.

Capital Improvement Projects include but are not limited to the following:

- Improvements to transit facilities
- Improvements to bike and pedestrian facilities
- Public plazas
- Streetscape enhancement
- Parking structure
- Other infrastructure upgrades to support transit-oriented development (e.g. water & sewers)

Funds can be used for preliminary design, environmental studies, engineering, land acquisition and construction.

■ **Planning Program - Eligible Activities**

Planning grants award funding to planning activities that will develop station area plans, transit corridor specific plans, or any other specific plans that focus on creating vibrant and livable communities through investment in transit-oriented development. Applicants should document how the proposed projects will increase “location efficiency” so people can walk, bike and take transit; boost ridership and minimize traffic; provide a rich mix of housing, shopping and transportation choices; generate revenue for the public and private sectors, provide value for both new and existing residents, and create a sense of place.

Planning projects include but are not limited to:

- Station area plans
- Transit corridor specific plans
- Specific plans that address parking requirements, parking district requirements, or urban design guidelines in the designated TOD areas

Grant Awards can be used to pay for professional services and project management as required by the planning efforts.

■ **Housing In-fill Incentive Program - Eligible Activities**

The Housing In-fill Program was designed to reward local governments for encouraging developers to build higher density housing with TOD characteristics. Local governments may spend funds to supplement development fees or on a capital project that would support transit-oriented development. The Housing In-fill Incentive funds could be expended on two types of programs/projects:

- Capital improvement projects as defined under the Capital Improvement Projects Program that would support transit-oriented development
- Forgiveness of impact fees or other infrastructure capital costs for residential development within a specified area described in the Program Application Areas section above

Table 12 provides the estimate of funding available. The funding level for subsequent cycles will differ year from year depending upon revenue accrued. A local match is not required.

✓ **Step 4 - Performance Criteria**

TOD Project Evaluation Information and Scoring Criteria used to evaluate Subprogram projects are provided in Appendix K and I of this Plan.

✓ **Step 5 – Distributing Funds**

A “call for projects” will be issued in January of each year. Eligible projects could apply up to the maximum amount available for the funding cycle for the entire TOD program. Funding will be awarded to the best-qualified project(s) based on the amount available. If there is no qualified project submitted in a given funding cycle, the amount will be rolled into the subsequent year’s funding pool. The Fresno COG Policy Board and the FCTA Board reserves the right not to fund any projects or to fund less than the amount available for a given funding cycle.

▪ **Project Selection Process**

The TOD Scoring Committee, composed of representatives listed below, will evaluate, score and rank the proposed projects. The selected project(s) will go through Fresno COG Transportation Technical Committee (TTC), Policy Advisory Committee (PAC), and Policy Board for endorsement, and will be presented to the Authority for final approval.

The scoring committee consists of one representative from the each of the following entities:

1. Fresno Council of Governments
2. Fresno County Transportation Authority
3. Fresno Area Express
4. City of Fresno
5. City of Clovis
6. Eastside cities
7. Westside cities
8. County of Fresno
9. Public – development community
10. Public – environment/health
11. Public – other sectors

Scoring criteria is provided in Appendix K of this Plan.

✓ **Step 6 – How to Monitor the Subprogram and Report Success**

The Authority will monitor through the annual audit process.

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply.

6. ADMINISTRATIVE/PLANNING PROGRAM

Table 13 below provides a quick overview of the funds expected for during the most recent fiscal year for this Program and each of the Subprograms.

The Administration / Planning Program authorizes Measure C Extension funding for the Authority and Fresno COG to:

- ✓ Prepare Expenditure Plan amendments and SIP revisions or updates
- ✓ Develop allocation program requirements
- ✓ Administer and conduct specified activities identified in the other programs, subprograms, and categories contained in the Expenditure and SIP

TABLE 13

MEASURE C EXTENSION STRATEGIC IMPLEMENTATION PLAN

Administration/Planning Program

Fiscal Year 2017/18 Estimated Funding Allocation

MEASURE C REAUTHORIZATION SALES TAX REVENUE	FY 2017/2018 MEASURE C FUNDING ESTIMATE	% OF MEASURE C FUNDING
	\$72,073,349	100.00%
FUNDING ALLOCATION PROGRAMS		
6. Administration/Planning Program	\$1,081,100	1.5%
<i>Fresno County Transportation Authority (FCTA)</i>	<i>\$720,733</i>	<i>1.0%</i>
<i>Fresno Council of Governments (Fresno COG or FCOG)</i>	<i>\$360,367</i>	<i>0.5%</i>

FCTA Subprogram

An overview of FCTA Subprogram and the steps necessary to claim funds are provided below. Table 13 also provides a quick overview of the funds expected for this Subprogram.

✓ Step 1 – Understanding the Funding Subprogram

One percent (1.0%) of Measure C is provided to Authority to address the specific steps referenced in Step 3 below.

✓ Step 2 – Available Subprogram Funds

The estimated Measure C Extension funding available to the Authority under this Subprogram is provided in Table 13.

✓ **Step 3 – Identifying Eligible Projects**

- Prepare and adopt all current and future amendments to the Expenditure Plan and updates or revisions to the SIP
 - Authority staff will work with Fresno COG, member agencies and affected stakeholders to amend the Expenditure Plan (when warranted) and will update/revise the SIP, as necessary
 - The Authority receives amendments to the Expenditure Plan and the or the Regional Transportation Program from Fresno COG for inclusion in the next SIP update/revision, revises/updates the SIP, as necessary, and schedules public hearings to review the Expenditure Plan amendment or the Regional Transportation Program update/revision
 - The Authority adopts the Expenditure Plan amendment or the Regional Transportation Program update/revision
- Adopt future updates of the Regional Transportation Mitigation Fee (RTMF) Program
- Provide preliminary planning and general transportation planning activities related to all projects and programs
- Provide coordination efforts, and expense direct and indirect costs associated with each of the projects listed above
- Invoice administrative costs to administer the Measure C Program

✓ **Step 4 – Other Requirements**

At this time, no other Subprogram requirements or details appear necessary. If reporting and audits appear otherwise, additional requirements or details may be defined by the Authority in the future.

✓ **Step 5 – How to Monitor the Subprogram and Report Contract Success**

The Authority will complete an audit on an annual basis.

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply.

Fresno COG Subprogram

An overview of Fresno COG Subprogram and the steps necessary to claim funds are provided below. Table 13 also provides a quick overview of the funds expected for this Subprogram.

✓ **Step 1 – Understanding the Funding Subprogram**

One-half percent (0.5%) of Measure C is provided to Fresno COG to address the specific steps referenced in Step 3 below.

✓ **Step 2 – Available Subprogram Funds**

The estimated Measure C Extension funding available to Fresno COG under this Subprogram is provided in Table 13.

✓ **Step 3 – Identifying Eligible Projects**

- Prepare and adopt all current and future amendments to the Expenditure plan and updates or revisions to the SIP
 - Fresno COG staff will work with member agencies and affected stakeholders to amend the Expenditure Plan (when warranted)
 - The Fresno COG Policy Board receives amendments to the Expenditure Plan, revises/updates the Regional Transportation Program for inclusion in the SIP, and schedules public hearings to review the Expenditure Plan amendment or the Regional Transportation Program update/revision
 - The Fresno COG Policy Board adopts the Expenditure Plan amendment or the Regional Transportation Program update/revision
 - The Expenditure Plan amendment or the Regional Transportation Program update/revision is transmitted to the Authority
- Develop and adopt future updates of the Regional Transportation Mitigation Fee (RTMF) Program
- Provide preliminary planning and general transportation planning activities related to all projects and programs
- Provide coordination efforts, and expense direct and indirect costs associated with each of the projects listed above

✓ **Step 4 – Other Requirements**

At this time, no other Subprogram requirements or details appear necessary. If reporting and audits appear otherwise, additional requirements or details may be defined by the Authority in the future.

✓ **Step 5 – Distributing Funds**

Funds will be distributed by the Authority to Fresno COG as pass-through funds.

✓ **Step 6 – How to Monitor the Subprogram and Report Contract Success**

Fresno COG will provide a report on an annual basis.

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply.

OTHER IMPLEMENTATION PLAN PROVISIONS

The following implementation steps (Steps A through C) are applicable to most of the programs, subprograms, and categories included in this SIP, unless such steps have been included in the programs, subprograms, or categories that differ from those listed below.

✓ **Step A – How a Local Agency Can Claim Category Funds**

- Upon request by an eligible agency to the Authority in May of each year, an estimate of Category funds can be made available for the next Fiscal Year (reference Table 2). The claim form (reference Appendix D) along with the final fund estimate will be forwarded to the agency following the Authority Board meeting prior to the new fiscal year
- Funding allocations will be made by the Authority on a monthly basis, in accordance with annual estimates provided in Table 2
- Eligible agencies shall submit claims to the Authority once the claim form is approved by their Council or governing board, along with a statement of no substitution of property tax and their intent to fulfill the Reporting Requirements deadline of November 15
- The Authority will consider and approve claims as they are received
- Prior fiscal year annual reporting is required by November 15. A resolution stating an agency's intent to meet this requirement at the time of the claim must be included in the claims package when it is submitted to the Authority before the claim is processed by the Authority
- Each agency must have an annual audit completed in accordance with Public Utilities Commission (PUC) regulations prior to the Authority conducting its annual audit program

✓ **Step B – How to Monitor Local Agency Category Projects and Report Accomplishments**

- Participating or eligible agencies will complete an annual report form by November 15 for the prior Fiscal Year (reference Appendix I), which will consist of the following items:
 - Expenditure of funds for each project
 - Other funding sources applied to fully fund a project
 - Compliance of each project with applicable plans and programs
 - Compliance with the required performance criteria (reference Step 4)

The completed annual report form will be transmitted to the Authority and shared with Fresno COG. Fresno COG will evaluate the information and report to the Authority regarding compliance.

- The Authority must identify and account for Measure C expenditures and identify how well Measure C funds have “leveraged” other funds for Measure-related transportation projects and programs
- In addition, the participating agencies will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure C sales

- tax revenue under any category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix J)
- Funds determined by audit not to have been expended as provided for in an eligible agency's claim for Measure C funding shall be repaid in full plus interest that would have accrued

✓ **Step C – The Annual Audit Process**

Funds allocated under this Plan are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure C legislation (reference Appendix E of this Plan). Participating agencies will provide the Authority's auditor with agency audits or financial reports.

APPENDICES

APPENDIX A



FINAL

6/22/06

2006 Measure "C" Extension Expenditure Plan

Prepared by:
Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Approved by:

Measure "C" Steering Committee	February 24, 2006
Council of Fresno County Governments Policy Board	June 22, 2006
City of Fresno	June 27, 2006
City of Mendota	June 27, 2006
City of Reedley	June 27, 2006
City of Orange Cove	June 28, 2006
City of Firebaugh	July 3, 2006
City of Kerman	July 5, 2006
City of Fowler	July 5, 2006
City of Kingsburg	July 5, 2006
City of Parlier	July 5, 2006
City of Sanger	July 6, 2006
City of Coalinga	July 6, 2006
City of Clovis	July 10, 2006
City of Huron	July 12, 2006
City of San Joaquin	July 12, 2006
City of Selma	July 17, 2006
County of Fresno	July 18, 2006

Adopted By:

Fresno County Transportation Authority	July 19, 2006
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Introduction

The Fresno County Measure "C" Extension Expenditure Plan was prepared to:

guide the expenditure of more than \$1.7 billion in transportation funds generated through continuation of Fresno County's half-cent transportation sales tax over the next 20 years, if approved by voters in the November 2006 election.

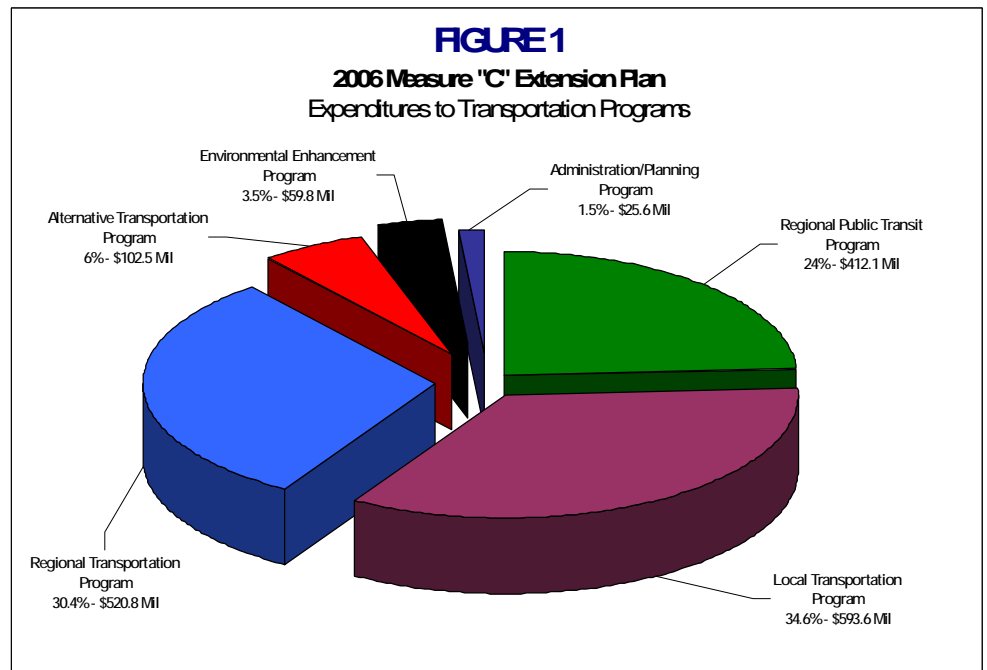
Fresno County's current Measure "C" Program, voter approved in 1986, expires in June 2007. This new Expenditure Plan, developed by a Steering Committee representing diverse community interests, will address major regional transportation needs in Fresno County through the Year 2027. The Steering Committee thoroughly considered needs identified by voters and community residents during development of the Plan. To ensure the Plan addressed transportation needs of all County residents, the Steering Committee:

- Adhered to requirements contained in the Measure "C" Extension enabling legislation
- Reviewed Measure programs recently passed in other counties (best practices review)
- Listened to presentations by air quality and transportation advocates and regulators
- Heard innovative ideas related to new technologies in transportation and land use advances

Overview-The Measure "C" Extension Program

Figure 1 provides an overview of the proposed Measure "C" Extension Plan funding expenditures approved by the Steering Committee. Referencing Figure 1, the allocations consider a "multi-modal" transportation program with:

- Almost 25% of the expected Measure funds are directed to public transit services and other transit-related activities and programs.
- Just under 35% of the funds are directed to local street and highway maintenance, ADA improvements, pedestrian, trail, and bicycle facilities improvements, and as "flexible" funding to each of the cities and Fresno County so that they can address their own individual transportation needs over the 20-year period
- Roughly 30% of the Measure funding is directed to capacity enhancing street and highway improvements in the Urban (Clovis and Fresno Spheres of Influence) and Rural (remaining County and rural cities) areas
- 6% of the funds are available to achieve Rail Consolidation within the Fresno urban area, although if rail consolidation is not able to be achieved within 15 years the funds revert to grade separation that are to be coordinated with transit improvements to achieve air quality and congestion relief benefits
- The remaining Measure "C" funds are programmed for other transportation modes and programs such as transit oriented development, school bus replacement, and program administration and planning activities



Responding to Core Values

Two-thirds (67%) voter approval is necessary to pass Measure "C" in November 2006. In order to ensure that Steering Committee members were on target with this Expenditure Plan, voters and community residents were initially surveyed to determine support for extension of the Measure. Voters were surveyed again to confirm support for proposed expenditures.

The latest voter poll results indicate Measure "C" has a broad base of support (70% of the likely voters) because the transportation programs contained in the Measure reflect "core values" identified through the surveys such as:

- Maintaining a vibrant economy
- Cleaning our air
- Local control of Measure "C" Extension funds
- Leveraging matching funds from federal and State sources
- Having a Measure "C" Citizen Oversight Committee

Meeting the needs of Fresno County residents requires leveraging State and federal investments with local resources. Even with a Measure "C" extension there will not be enough funding available to address the more than \$7.5 billion in transportation needs. The Measure "C" Extension will generate slightly more than \$1.7 billion over the next 20 years to address a portion of the need. Therefore leveraging additional federal and state dollars, 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. New and improved regional and local streets and highways have been or will be constructed improving travel flow and reducing severe congestion. These improvements include:

- New freeways in the Fresno-Clovis Urban Area such as State Routes (SR) 41 South, 168 and 180
- New SR 41 expressway south to the Kings County line
- Adding lanes to Herndon and Academy Avenues
- Extension of Willow and Manning Avenues
- Interchange improvements along SR 99
- Funding for the maintenance and operation of existing public transportation systems
- Funding for public transit services including Fresno Area Express (FAX), Clovis Transit, and the City of Kerman
- Improvements to local streets and roads, bikeway and trails systems, and pedestrian facilities

The current Measure "C" program is widely viewed as one of the most important programs ever approved by voters in Fresno County because it provided the opportunity to compete successfully for additional State and federal transportation funding. The Fresno County Transportation Authority (Authority) and the Council of Fresno County Governments (Fresno COG) worked diligently to leverage additional dollars from Sacramento and Washington D.C. for every Measure "C" dollar generated locally under the current Measure "C" program. Responsibilities of the Authority and Fresno COG are provided in Appendix A. 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 18 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" Extension Program. Appendix A also provides additional detail regarding the Measure "C" Extension audit process.

How the Plan was Developed

The Measure “C” Extension Steering Committee was formed in May 2005 to develop the Measure “C” Extension Plan. The Steering Committee evaluated existing systems and created a vision for the future. There was recognition that this Measure “C” Extension Plan needed to aid Fresno County in its transition from a county with a population of approximately 900,000 in 2006, to a county with over 1.3 million by 2027. This Plan recognizes transportation programs that maintain and improve our quality of life and yet positions us to deal with the type of infrastructure that will be needed to address the higher population and its mobility needs. Members of the Steering Committee:

reviewed a variety of proposals, solicited public input and professional expertise, conducted two polls, and reviewed data and literature from other agencies to prepare this Plan.

Members of the Steering Committee represented the interests of:

- Americans with Disabilities Act (ADA) / Seniors
- Agriculture
- Building Industry Association
- Business – Chamber of Commerce
- Cities of Clovis and Fresno
- Coalition for Livable Communities
- County of Fresno
- Eastside Fresno County Cities
- Environmental Justice Task Force
- Faith Based Organizations
- Fresno Area Residents for Rail Consolidation
- Fresno Business Council
- Fresno County Transportation Authority
- Labor
- League of Women Voters of Fresno
- Medical
- Sierra Club - Tehipite Chapter
- Southwest Transportation Agency
- Taxpayers Association
- Trails / Education
- Trucking
- Westside Fresno County Cities

Expected Measure “C” Proceeds

If voters approve the extension of Measure “C” on November 7, 2006, they allow the Authority to continue to impose a ½% retail transaction and use tax for 20 years (between July 1, 2007 and June 30, 2027). The Measure “C” Extension Sales Tax will:

provide \$1.7 billion in new revenues for transportation improvements according to financial projections through the year 2027.

This estimate considers current sales tax receipts and a conservative five percent (5%) growth rate in sales tax proceeds through June 2027. The Measure Extension will generate more than double the amount that will be collected during the current Measure “C” Program (\$686.3 million) through June 2007. 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 Expenditure Plan will be updated every two (2) years to adjust the projection of sales tax receipts, making sure that the projections are consistent with future expenditures and promises made in this initial Plan. The Authority will have the option of issuing bonds to deliver Measure “C” projects and programs contained in this Expenditure Plan to save project costs by delivering them earlier.

Regional Priorities of the New Plan

Through many months of intense discussion and hard work, the following Measure "C" Extension funding program commitments were developed and agreed to by the Steering Committee. The Committee realized that providing Measure "C" funds for all modes of transportation would meet the quality of life intent of the "New" Measure "C". This would in turn enable agencies within the County to address the needs of residents, businesses, and major industries over the 20-year life of the Measure. The new Plan will:

provide a balance between public transit, road improvements, and other transportation programs that improve mobility and air quality within the County and each of the cities.

Plan expenditure programs are detailed in Table 1. Implementing Guidelines for each the six (6) expenditure programs described below are contained in Appendices B through G.

REGIONAL PUBLIC TRANSIT - \$412.1 million or 24%.

The goal is to expand mass transit programs that have a demonstrated ability to get people out of their cars and improve air quality. To accomplish this important goal:

- **\$337.1 million** (approximately 20%) 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 address major new expansions of the express, local and feeder bus services including additional:
 - Ø Routes
 - Ø Buses (including low emission)
 - Ø Night and weekend service
 - Ø Bus shelters
 - Ø Safer access to public transit services
- The transit agencies would also apply the Measure funds to provide:
 - Ø "Free bus service" to seniors 65 and older
 - Ø "Subsidized taxi script" to seniors (70 years or older) resulting in better service to people with special transportation needs and the growing aging population in Fresno County
- Another **\$75 million** (over 4%) is provided to:
 - Ø Improve mobility for seniors and people with disabilities
 - Ø Get farmworkers and commuters to their destinations safely, improve air quality, provide a cost-effective alternative to the single occupant vehicle, and address the social needs of the community through the Farmworker Van Pool program
 - Ø Set-aside funds for new transit technologies such as Personal Rapid Transit (PRT) or a similar system
 - Ø Fund Phase II of the Public Transportation Infrastructure Study (PTIS), which will look to the future and identify how Fresno County residents can take advantage of new technologies and advances in public transit and land use planning
 - Ø Finance a study to guide potential implementation of consolidated transit services within the County

Specific Public Transit Program highlights and implementing guidelines are described in Appendix B.

LOCAL TRANSPORTATION PROGRAM - \$593.6 million or 34.6%.

The goal is to improve each individual city's and the County's local transportation systems. Several funding programs are included:

- Approximately **\$263 million** (more than 15%) has been guaranteed to the County and every city to:
 - Ø Fill potholes
 - Ø Repave streets
 - Ø Improve sidewalks
 - Ø Upgrade the local transportation infrastructure

These expenditures would address one of the most troubling transportation problems for local agencies, which is how to fund improvements that address the aging street and road infrastructure.

- Approximately **\$253 million** (almost 15%) of "flexible" funding is provided to the local agencies for any transportation project they feel is warranted (example: transit, pothole repair, match for new federal or State programs). The local agencies in Fresno County know what their needs are and how best to address those needs
- Just over **\$9 million** (.5%) is provided to local agencies for ADA compliance including curb cuts and ramps to remove barriers, as well as other special transportation services
- Approximately **\$68 million** (4%) is provided to fund significant improvements to the existing and planned pedestrian, trail, and bicycle systems. This will minimize traffic disruption and maximize safety for trail users, cyclists and pedestrians.

Specific Local Transportation Program highlights and implementing guidelines are described in Appendix C.

REGIONAL TRANSPORTATION PROGRAM - \$520.8 million or 30.4%.

The Plan authorizes major new projects to:

- Improve freeway interchanges
- Add additional lanes
- Increase safety
- Improve major commute corridors

These projects provide for the movement of goods, services, and people throughout the County. Major highlights of this Program include the following:

- Approximately **\$504 million** (over 29%) for regionally significant street and highway improvements has been divided equally between the Urban and Rural areas of the County with **\$252 million**, or just under 15%, to each area
- More than **\$17 million** (1%) will be invested in improvements to Fresno Yosemite International (FYI) and Fresno Chandler Airports. The proposed list of FYI and Fresno Chandler Airport improvement projects using Measure "C" Extension funding is provided in Appendix E.

This funding program requires new growth and development within the County and each of the cities to contribute to regional street and highway project costs through establishment of the Regional Transportation Mitigation Fee (RTMF) program. Funds collected through the RTMF program will provide an anticipated 20% of Urban and Rural Measure "C" funds needed to deliver Tier 1 Projects over the Measure "C" funding period (2007 through 2027). Specific Regional Transportation Program highlights and implementing guidelines are also described in Appendix D.

ALTERNATIVE TRANSPORTATION - \$102.5 million or 6%.

The funding for this program would be reserved to provide local matching funds for the consolidation of rail lines through Fresno. Specifically, consolidation of the tracks will:

4

- Increase safety (example: reduce response times for emergency vehicles, improve the safety of school routes and crossings)
- Reduce traffic congestion by moving the Burlington Northern Santa Fe (BNSF) Railroad tracks adjacent to the Union Pacific (UP) Railroad tracks through Fresno
- Provide for new under- or over-passes that separate vehicular and rail traffic
- Fund efforts to secure an additional \$600 to \$900 million of needed funding from state, federal, or other agencies to fully fund rail consolidation

Specific Alternative Transportation Program highlights and implementing guidelines are described in Appendix E.

ENVIRONMENTAL ENHANCEMENT - \$59.8 million or 3.5%.

This program's goal is to improve air quality and the environment through two (2) important programs:

5

- Transit Oriented Infrastructure for In-Fill Development (TOD) refers to transportation facilities in new or revitalized developments that support increased demand for transit with higher density and mixed land use. This type of development reduces our dependence on the automobile by providing funding incentives for more public or alternative transportation. Approximately **\$20 million** (just over 1%) is dedicated to this program
- The School Bus Replacement Program will replace the oldest school buses in the fleet that emit toxic fumes and emissions. Approximately 900 buses need to be replaced. All replaced buses will also be equipped with seat belts. Other funds in addition to Measure "C" funds will be leveraged to address the need. The result will be cleaner fueled and safer buses for our school age children and, as all school buses will be new, there will be seat belts for children providing added safety benefits. Approximately **\$40 million** (over 2%) is provided to this program.

Specific Environmental Enhancement Program highlights and implementing guidelines are described in Appendix F.

ADMINISTRATION / PLANNING - \$25.6 million or 1.5%.

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

6

- Prepare Expenditure Plan updates
- Develop allocation program requirements
- Administer and conduct specified activities identified in the other five (5) programs described above

Specific Administration / Planning Program highlights and implementing guidelines are described in Appendix A.

Allocation of Measure "C" Funds to Urban and Rural Areas

Referencing Table 1, an estimated 67.5% of the Measure "C" proceeds will be spent in the Urban Area of the County or within the Clovis and Fresno Spheres of Influence. The remaining 32.5% will be allocated to the Rural Area or the remaining County area including the rural cities. These estimated percentages are consistent with the percentage of Fresno County population within the Urban Area (71%) and Rural Area (29%). The Measure "C" Program provides funding where the multimodal transportation needs exist, recognizing the difference between urban and rural needs, yet reflecting the distribution of population.

TABLE 1
MEASURE "C" EXTENSION PLAN
Multi-Modal Funding Allocation Program

MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	20 YEAR MEASURE "C" FUNDING TOTAL	AVERAGE ANNUAL MEASURE "C" FUNDING TOTAL	% OF MEASURE "C" FUNDING
	\$1,714,400,000	\$85,720,000	100.00%
FUNDING ALLOCATION PROGRAMS			
1. Regional Public Transit Program	\$412,100,000	\$20,605,000	24.0%
<i>Public Transit Agencies</i>	<i>\$337,100,000</i>	<i>\$16,855,000</i>	<i>19.7%</i>
Fresno Area Express (FAX)	\$235,000,000	\$11,750,000	13.7%
Clovis Transit	\$33,700,000	\$1,685,000	2.0%
Fresno County Rural Transit Agency (FCRTA)	\$68,400,000	\$3,420,000	4.0%
<i>Public Transportation Infrastructure Study (PTIS) / Transit Consolidation</i>	<i>\$5,100,000</i>	<i>\$255,000</i>	<i>0.3%</i>
<i>ADA / Seniors / Paratransit</i>	<i>\$13,700,000</i>	<i>\$685,000</i>	<i>0.8%</i>
<i>Farmworker /Car/Van Pools</i>	<i>\$19,900,000</i>	<i>\$995,000</i>	<i>1.2%</i>
Farmworker Van Pools	\$9,950,000	\$497,500	0.6%
Car/Van Pools	\$9,950,000	\$497,500	0.6%
<i>New Technology Reserve</i> (If construction is not imminent in 15 years, money will be reallocated based on greatest need)	<i>\$36,300,000</i>	<i>\$1,815,000</i>	<i>2.1%</i>
2. Local Transportation Program	\$593,600,000	\$29,680,000	34.6%
<i>Local Allocation</i>	<i>\$525,300,000</i>	<i>\$26,265,000</i>	<i>30.6%</i>
Street Maintenance (50% of Local Allocation)	\$262,650,000	\$13,132,500	15.3%
ADA compliance (1.75% of Local Allocation) ¹	\$9,192,750	\$459,638	0.5%
Flexible Funding (48.25% of Local Allocation)	\$253,457,250	\$12,672,863	14.8%
<i>Pedestrian/Trails</i>	<i>\$53,300,000</i>	<i>\$2,665,000</i>	<i>3.11%</i>
Urban (Clovis and Fresno Spheres of Influence)	\$37,000,000	\$1,850,000	2.16%
Rural	\$16,300,000	\$815,000	0.95%
<i>Bicycle Facilities</i>	<i>\$15,000,000</i>	<i>\$750,000</i>	<i>0.9%</i>
3. Regional Transportation Program	\$520,800,000	\$26,040,000	30.4%
<i>Urban (50%)</i>	<i>\$251,900,000</i>	<i>\$12,595,000</i>	<i>14.7%</i>
<i>Rural (50%)</i>	<i>\$251,900,000</i>	<i>\$12,595,000</i>	<i>14.7%</i>
<i>Fresno Airports</i>	<i>\$17,000,000</i>	<i>\$850,000</i>	<i>1.0%</i>
4. Alternative Transportation Program	\$102,500,000	\$5,125,000	6.0%
<i>Rail Consolidation</i> (If construction is not imminent in 15 years, money will be used for grade separations instead)	<i>\$102,500,000</i>	<i>\$5,125,000</i>	<i>6.0%</i>
5. Environmental Enhancement Program	\$59,800,000	\$2,990,000	3.5%
<i>School Bus Replacement</i>	<i>\$39,900,000</i>	<i>\$1,995,000</i>	<i>2.3%</i>
<i>Transit Oriented Infrastructure for In-Fill</i> ²	<i>\$19,900,000</i>	<i>\$995,000</i>	<i>1.2%</i>
6. Administration/Planning Program	\$25,600,000	\$1,280,000	1.5%
<i>Fresno County Transportation Authority (FCTA)</i>	<i>\$17,000,000</i>	<i>\$850,000</i>	<i>1.0%</i>
<i>Council of Fresno County Governments (Fresno COG)</i>	<i>\$8,600,000</i>	<i>\$430,000</i>	<i>0.5%</i>

¹ Jurisdictions receiving less than \$200,000 annually from the total local transportation funds available will be exempt from the provision. (Likely exempt jurisdictions would be Firebaugh, Fowler, and San Joaquin).

² Name of Funding Program to be determined.

ESTIMATED TOTAL MEASURE "C" PROGRAM ALLOCATIONS - URBAN 67.5%, RURAL 32.5%

Measure “C” Extension Plan Projects

Project Commitments – Regional Transportation Program

Urban and Rural Programs

This section identifies priority regional street and highway improvement projects to be implemented over the life of the Measure “C” program or by the year 2027. The projects would be funded with Measure “C” and/or other transportation funding.

The County and each of the Cities, working cooperatively with Caltrans and Fresno COG, have identified projects that support funding commitments between 2007 and 2027. These projects were identified by stakeholders, citizens and community groups.

Tier 1 projects to be addressed in this Program are included in Tables 2 and 3 and graphically displayed in Figures 2 and 3. These projects will be funded using:

- Measure “C” funding (approximately **\$504 million**)
- 75% of the State Transportation Improvement Program (STIP) funding expected over the 20-year Measure and other local, State or federal funding apportionments or (**\$400 million**)
- Approximately **\$102 million** from developer fees. New growth and development throughout the County would be required to contribute to Tier 1 project costs as part of the Regional Transportation Mitigation Fee (RTMF) program. Details regarding the RTMF are provided in Appendix D.

These funding sources together, result in slightly more than **\$1 billion** available for Tier 1 Urban and Rural regional street and highway projects. Additional projects in the Urban and Rural Areas are included in Tier 2 tables (Tables 4 and 5) and figures (Figures 2 and 3). Tier 2 projects are considered for funding once Tier 1 projects have been programmed or implemented and if additional funding is still available over the 20-year period. Tier 1 and Tier 2 projects are in generalized priority order. During preparation of the biennial Expenditure Plan Updates, Fresno COG will develop a detailed improvement program that specifies the timing and delivery of projects or funding order considering project cost benefit, project readiness, funding availability, etc. A description of funding commitments and implementing guidelines for the Regional Transportation Program are provided in Appendix D.

Fresno Airports Program

Another component of the Regional Transportation Program is the Fresno Airports Program. Measure “C” Funds will be available to match state and federal funding for improvements at FYI and at the Fresno Chandler Downtown Executive Airport. A list of these projects is provided in Appendix D, Table D-1. The most significant capacity enhancing projects shown in the list of FYI improvement projects include the following Tier 1 and Tier 2 projects:

- Tier 1
 - ❑ Rehabilitate Taxiway C and Hold Pad - \$27.1 million (\$1.4 million Measure “C”)
 - ❑ Rehabilitate and Extend Runway 11R-29L - \$45.0 million (\$2.3 million Measure “C”)
 - ❑ Rehabilitate Taxiway B and Install all SMGCS lighting improvements. This will better address our foggy day departures and prevent many delays - \$5.3 million (\$4 million Measure “C”)
 - ❑ Rehabilitate Taxiway C10 and Associated Aprons - \$4.4 million (\$4 million Measure “C”)
 - ❑ Air Cargo Expansion Phase 2 - \$25.1 million (\$2.5 million Measure “C”)
 - ❑ Extend Runway 11L-29R to 10,000 feet - \$20.1 million (2.0 million Measure “C”)
 - ❑ Rehabilitate Concourse AC Apron NE Side - \$1.2 million (\$1 million Measure “C”)
 - ❑ Acquire Land for Approach - \$11.1 million (\$1.1 million Measure “C”)
 - ❑ Part 150 Noise Mitigation Program - \$26.4 million (\$2.2 million Measure “C”)
- Tier 2
 - ❑ Extend and Rehabilitate Runway 11L-29R to 12,000 feet - \$74.8 million (\$29.7 million Measure “C”)
 - ❑ Part 150 Noise Mitigation Program - \$8.0 million (\$8 million Measure “C”)

Tier 2 airport projects are considered for funding once Tier 1 projects have been programmed or implemented and if additional funding is still available over the 20-year period.

TABLE 2 -- TIER 1 PROJECTS

MEASURE "C" EXTENSION EXPENDITURE PLAN

REGIONAL TRANSPORTATION FUNDING PROGRAM - URBAN TIER 1

URBAN AREA PROJECTS ASSUMING ALLOCATION OF 50% OF REGIONAL TRANSPORTATION FUNDING PROGRAM FUNDS

(The Tier 1 projects are in a generalized priority order. The funding order would be determined by Fresno COG during preparation of the biennial Expenditure Plan Update and could be affected by project cost benefit, project readiness, funding availability, etc.)

Project Identifier	Project Name	Project Limits	Project Description	Uninflated Costs	Inflated Costs ^{*1}	Cumulative Inflated Costs
Tier 1 Projects						
A	SR 180 East	Clovis to Temperance	New 4 Lane Freeway within 6 Lane Right of Way	\$ 33,479,701	\$ 63,169,246	\$ 63,169,246
B	SR 180 West	Brawley to Hughes/ West	Funding Shortfall	\$ 6,995,758	\$ 13,199,544	\$ 76,368,790
C	SR 41/SR 168/SR 180	Added Capacity for Safe Connection Between State Routes	New Braided Ramps	\$ 29,981,821	\$ 56,569,474	\$ 132,938,265
D	Willow Avenue	Barstow to Copper	Complete to 6 Lane Divided/retrofit bike paths	\$ 13,991,517	\$ 26,399,088	\$ 159,337,353
E	Temperance Avenue	Bullard to Shepherd	Widen to 4 Lane Divided	\$ 5,996,364	\$ 11,313,895	\$ 170,651,247
F	Ventura Blvd.	SR 41 to SR 99	Widen to 4 Lane Divided	\$ 5,000,000	\$ 9,428,246	\$ 180,079,493
G	SR 99	Monterey Avenue	Bridge improvement/Improved access to downtown from West Fresno	\$ 1,000,000	\$ 1,885,649	\$ 181,965,142
H	California Avenue	Ventura to West	Widen to 4 Lane Divided	\$ 7,995,152	\$ 15,085,193	\$ 197,050,335
I	Peach Avenue	SR 180 to Jensen Avenue	Widen to 4 Lane Divided	\$ 24,984,851	\$ 47,141,229	\$ 244,191,564
J	SR 41	SB Aux. Lane, Tulare to "O"	Widen/Aux. Lanes and Improve On & Off Ramps	\$ 3,000,000	\$ 5,656,947	\$ 249,848,511
K	Herndon Avenue	SR 99 to DeWolf	Complete to 6 Lane Divided/retrofit bike paths	\$ 30,000,000	\$ 56,569,474	\$ 306,417,986
L	Shaw	Sunnyside - McCall	Complete to 6 Lane divided traffic signal upgrades, grade crossing	\$ 31,580,852	\$ 59,586,513	\$ 366,004,499
M	SR 99	North & Cedar Avenue	Improve Interchange	\$ 24,984,851	\$ 47,141,229	\$ 413,145,727
N	Veteran's Boulevard	Herndon to Grantland	Connection and grade separation	\$ 60,000,000	\$ 113,138,949	\$ 526,284,676
Urban Tier 1 Total					\$ 526,284,676	

^{*1} Original project costs were estimated by Local Agencies, and were in 2004 Dollars. A 5% annual inflation was applied through 2017.

TABLE 3 -- TIER 1 PROJECTS

MEASURE "C" EXTENSION EXPENDITURE PLAN

REGIONAL TRANSPORTATION FUNDING PROGRAM - RURAL TIER 1

RURAL AREA PROJECTS ASSUMING ALLOCATION OF 50% OF REGIONAL TRANSPORTATION FUNDING PROGRAM FUNDS

(The Tier 1 projects are in a generalized priority order. The funding order would be determined by Fresno COG during preparation of the biennial Expenditure Plan Update and could be affected by project cost benefit, project readiness, funding availability, etc.)

Project Identifier	Project Name	Project Limits	Project Description	Uninflated Costs	Inflated Costs ^{*1}	Cumulative Inflated Costs
Tier 1 Projects						
A	SR 180 West	Yuba Ave. to James Ave.	Passing lanes	\$ 9,993,940	\$ 18,856,491	\$ 18,856,491
B	SR 180 East	Temperance to Academy	Widen to 4 Lane Divided Expressway	\$ 14,491,214	\$ 27,341,913	\$ 46,198,404
C	SR 180 East	Academy to Trimmer Springs	Widen to 2 Lane Expressway on 4 Lane Right of Way	\$ 38,976,368	\$ 73,540,317	\$ 119,738,721
D	SR 180 East	Trimmer Springs to Frankwood	Widen to 2 Lane Expressway on 4 Lane Right of Way	\$ 42,674,126	\$ 80,517,218	\$ 200,255,939
E	Friant Road	Copper to Millerton	Widen to 4 Lane Divided	\$ 16,490,002	\$ 31,113,211	\$ 231,369,150
F	Golden State Boulevard	American to Tulare County Line	Corridor Improvements	\$ 34,978,792	\$ 65,997,720	\$ 297,366,870
G	SR 269	Bridge located between SR 198 & Huron	New Bridge & Channel to Address Seasonal Road Closures Due to Flooding	\$ 16,989,699	\$ 32,056,035	\$ 329,422,906
H	SR 180 West	Extend to Interstate 5 (I-5)	As a 2 Lane Undivided	\$ 39,975,762	\$ 75,425,966	\$ 404,848,871
I	Mountain View Avenue	Bethel to Tulare County Line	Widen to 4 Lane Divided	\$ 5,496,667	\$ 10,371,070	\$ 415,219,942
J	Mendocino Avenue	Manning to Industrial Park	Widen to 4 lane Divided	\$ 1,998,788	\$ 3,771,298	\$ 418,991,240
K	SR 99	American Avenue	Interchange Improvements	\$ 24,984,851	\$ 47,141,229	\$ 466,132,469
L	I-5	At SR 198	Construct Interchange Improvements	\$ 7,995,152	\$ 15,085,193	\$ 481,217,662
Rural Tier 1 Total					\$ 481,217,662	

^{*1} Original project costs were estimated by Local Agencies, and were in 2004 Dollars. A 5% annual inflation was applied through 2017.

TABLE 4 – TIER 2 PROJECTS

MEASURE "C" EXTENSION EXPENDITURE PLAN

REGIONAL TRANSPORTATION FUNDING PROGRAM - URBAN TIER 2

URBAN AREA PROJECTS ASSUMING ALLOCATION OF 50% OF REGIONAL TRANSPORTATION FUNDING PROGRAM FUNDS

(In the event all of the Tier 1 projects are fully funded and there are remaining Measure "C" funds, those remaining funds would be used for Tier 2 projects. The Tier 2 projects are not listed in any priority order and the funding order would be at the discretion of Fresno COG and the Fresno County Transportation Authority.)

Project Identifier	Project Name	Project Limits	Project Description	Uninflated Costs	Inflated Costs ^{*1}	Cumulative Inflated Costs
Tier 2 Projects						
AA	SR 99	Stanislaus & Tuolumne (Dntn Access)	Improve On & Off Ramps	\$ 7,995,152	\$ 15,085,193	\$ 541,369,869
BB	SR 41	"O" St. to Herndon	Widen/Aux. Lanes and Improve On & Off Ramps	\$ 162,000,000	\$ 305,475,161	\$ 846,845,030
CC	Friant Road	Shepherd to Copper	Widen to 6 Lane Divided	\$ 9,993,940	\$ 18,856,491	\$ 865,701,521
DD	SR 99	Shaw Avenue	Improve Interchange	\$ 34,978,792	\$ 65,997,720	\$ 931,699,241
EE	Traffic Synchronization	Selected Regionally Significant Corridors	Signal Synchronization (Coordination of Traffic Signals) in Clovis & Fresno	\$ 24,984,851	\$ 47,141,229	\$ 978,840,469
FF	Herndon Avenue	DeWolf to McCall	Widen to 4 Lane Divided	\$ 5,796,485	\$ 10,936,765	\$ 989,777,234
GG	SR 99	Fresno to Clinton	Add North & Southbound Auxillary Lanes	\$ 59,963,643	\$ 113,138,949	\$ 1,102,916,183
HH	Shields Avenue	Blackstone Avenue	Add Dual Left Turn Lanes to the Intersection	\$ 1,998,788	\$ 3,771,298	\$ 1,106,687,481
II	Shields Avenue	SR 99	New Overcrossing	\$ 59,963,643	\$ 113,138,949	\$ 1,219,826,430
JJ	McCall Avenue	Griffith to Shaw	Widen to 6 Lane Divided	\$ 10,993,334	\$ 20,742,141	\$ 1,240,568,570
KK	Shepherd Avenue	Cedar to SR 168	Widen to 4 Lane Divided	\$ 15,490,608	\$ 29,227,562	\$ 1,269,796,132
LL	SR 41	McKinley to Shields	Add North and Southbound Auxillary Lanes	\$ 9,993,940	\$ 18,856,491	\$ 1,288,652,624
MM	SR 99	Ashlan to Madera County Line	Widen to 6 Lane Freeway	\$ 29,981,821	\$ 56,569,474	\$ 1,345,222,098
NN	Traffic Management Center	Caltrans		\$ 9,993,940	\$ 18,856,491	\$ 1,364,078,589
OO	Minnewawa	Shepherd to Copper	Complete to 4 lanes	\$ 34,978,792	\$ 65,997,720	\$ 1,430,076,309
Urban Tier 2 Total					\$ 903,791,634	
Urban Projects Total					\$ 1,430,076,309	

^{*1} Original project costs were estimated by Local Agencies, and were in 2004 Dollars. A 5% annual inflation was applied through 2017.

TABLE 5 -- TIER 2 PROJECTS

MEASURE "C" EXTENSION EXPENDITURE PLAN

REGIONAL TRANSPORTATION FUNDING PROGRAM - RURAL TIER 2

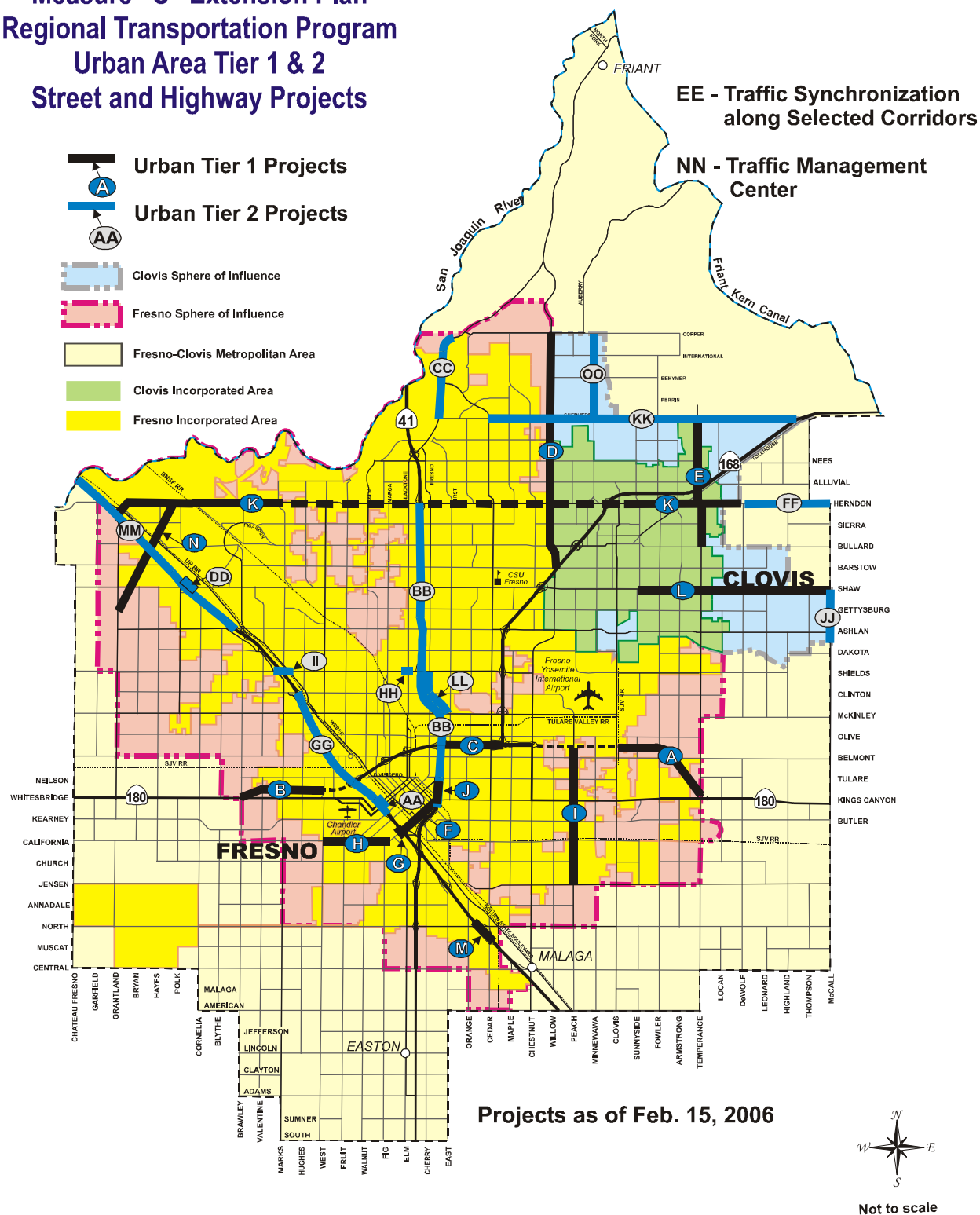
RURAL AREA PROJECTS ASSUMING ALLOCATION OF 50% OF REGIONAL TRANSPORTATION FUNDING PROGRAM FUNDS

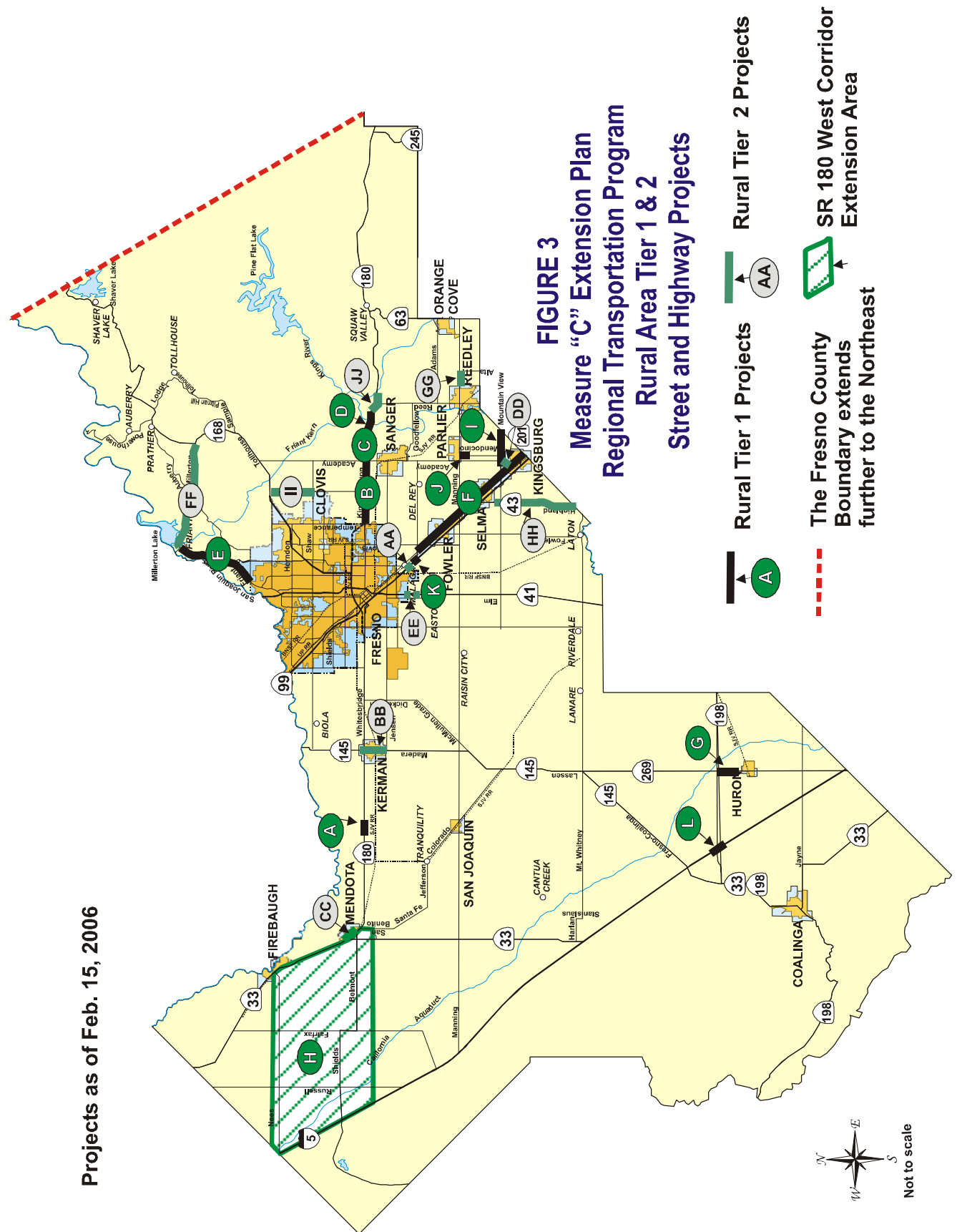
(In the event all of the Tier 1 projects are fully funded and there are remaining Measure "C" funds, those remaining funds would be used for Tier 2 projects. The Tier 2 projects are not listed in any priority order and the funding order would be at the discretion of Fresno COG and the Fresno County Transportation Authority.)

Project Identifier	Project Name	Project Limits	Project Description	Uninflated Costs	Inflated Costs ^{*1}	Cumulative Inflated Costs
Tier 2 Projects						
AA	SR 99	Interchange @ Central Chestnut	Interchange Improvements	\$ 24,984,851	\$ 47,141,229	\$ 528,358,890
BB	SR 145	Nielson to South of Kerman	Widen to 4 Lane Divided	\$ 22,986,063	\$ 43,369,930	\$ 571,728,821
CC	SR 33	At SR 180 Intersection	Widen to 4 Lane Divided	\$ 8,245,001	\$ 15,556,605	\$ 587,285,426
DD	Academy Parkway	South of Mountain View to SR 99 Kamm/Bethel Interchange	New Diagonal Connector Road	\$ 23,386,250	\$ 44,125,000	\$ 631,410,426
EE	SR 41	Central / American	Upgrade Intersections to Interchanges at Central & American	\$ 49,969,702	\$ 94,282,457	\$ 725,692,883
FF	Millerton Road	Friant to Sky Harbor	Widen to 4 lane Divided	\$ 11,992,729	\$ 22,627,790	\$ 748,320,673
GG	Manning Avenue	Reedley City Limits to Alta	Widen to 4 lane Divided	\$ 3,697,758	\$ 6,976,902	\$ 755,297,575
HH	SR 43	Selma to Kings County Line	Widen to 4 lane Undivided	\$ 89,945,464	\$ 169,708,423	\$ 925,005,997
II	McCall	Shaw to 168	Complete the 4-lane connection	\$ 34,978,792	\$ 65,997,720	\$ 991,003,717
JJ	SR 180 E	Frankwood to Cove	2 LU to 2 L Expressway on new alignment	\$ 40,975,156	\$ 77,311,615	\$ 1,068,315,332
Rural Tier 2 Total					\$ 587,097,671	
Rural Projects Total					\$ 1,068,315,332	

^{*1} Original project costs were estimated by Local Agencies, and were in 2004 Dollars. A 5% annual inflation was applied through 2017.

FIGURE 2
Measure “C” Extension Plan
Regional Transportation Program
Urban Area Tier 1 & 2
Street and Highway Projects



Projects as of Feb. 15, 2006

Council of Fresno County Governments

Project Commitments – Other Programs

In addition to the Regional Transportation Program projects, Measure "C" will provide additional funding for a wide range of multi-modal transportation projects. Many of these projects will be identified and implemented by the local agencies to address specific needs or will be developed in accordance with implementing guidelines included in Appendices C and D. Examples of this process include projects to be funded under the Local Transportation Program and the Regional Public Transit Program. Other funding programs have been designed to address specific types of improvements such as the School Bus Replacement Program, the Transit Oriented Infrastructure for In-Fill Development (TOD) Program, and the Rail Consolidation Program. Implementing guidelines for these programs are included in Appendices F and G.

For Further Information:

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



Council of Fresno County Governments (Fresno COG)

2035 Tulare Street, Suite 201

Fresno, CA 93721

Ph: (559) 233-4148 Fax: (559) 233-9645

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

A copy of the Appendices to this Expenditure Plan is also available at the Fresno Main Library in Downtown Fresno.



Fresno County Transportation Authority

2220 Tulare Street, Suite 411

Fresno, CA 93721

Ph: (559) 453-5023 Fax: (559) 488-3303

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

Appendix A - Plan Administration

Governing Board and Organizational Structure

A description of the Fresno County Transportation Authority and its organizational structure follows. The structure is consistent with the enabling legislation.

Fresno County Transportation Authority Structure under the Measure "C" Extension Program

The Authority will continue to administer the Measure "C" Extension Program in compliance with its special enabling legislation. If the Measure "C" Extension is approved by Fresno County voters in November 2006, the Authority will continue to be responsible for administering the Measure "C" Programs in accordance with plans and programs outlined in this and subsequent updates of this Plan. In addition, the enabling legislation includes provision for a Citizen Oversight Committee. Details regarding the Committee are contained in Appendix G. The Expenditure Plan will continue to be prepared by Fresno COG and approved by its Policy Board and by the Authority.

The new legislation changes the manner of appointment and expands by two the number of members on the Authority Board. The new Authority will 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 Highway Route 99, and one (1) Eastside member appointed by a committee comprised of the mayors of each of those cities east of State Highway 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 city councils of Fresno and Clovis with the appointee residing within the incorporated area of Fresno or Clovis

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 Process

In compliance with schedules mandated in federal and state law, Fresno COG regularly prepares a new long-range transportation plan 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 now listed in this Expenditure Plan or Appendices, they will be drawn from that list. As stated before, all updates of the 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 this Expenditure Plan are considered essential to meet the transportation needs of Fresno County.

Council of Fresno County Governments (Fresno COG)

The following steps will be taken by Fresno COG to prepare and adopt this and future biennial updates of the Measure "C" Extension Expenditure Plan:

- Fresno COG staff working with member agencies and affected stakeholders develops the Draft Expenditure Plan, and will update it every two years
- The Fresno COG Policy Board receives the Draft Expenditure Plan and its updates and schedules public hearings to review the Plan
- The Fresno COG Policy Board adopts the Expenditure Plan
- The Expenditure Plan is transmitted to the Authority

Fresno County Transportation Authority (Authority)

In addition to Fresno COG's approval, the Authority must also approve the Expenditure Plan. Specific steps involved in this process include:

- The Authority reviews the Expenditure Plan as submitted by the Fresno COG Policy Board
- The Authority approves the Expenditure Plan
- Legislation does allow the Authority to make its own amendments to the Plan, but they must follow a set procedure: If the Authority proposes amendments to the Plan:
 - ⊗ The Authority shall take all appropriate actions to give highest priority to the projects in the initial 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

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Independent Financial Audits

Currently, the Authority annually commissions independent financial audits of the Measure "C" programs and receipts. If the Measure is

extended by the voters, the Authority would continue to conduct independent financial audits consistent with its enabling legislation.

Appendix B – Implementing Guidelines Regional Public Transit Program

Public Transit Agencies

It will be the goal of all transit agencies within Fresno County, which derive funding allocations from this program, to improve the level of public transit services within the County and to continue to seek ways to coordinate and/or consolidate services in order to achieve a seamless passenger travel system for the public. With that in mind, Fresno COG has retained an independent consultant to prepare a "Transit Coordination / Consolidation Study". Study findings and recommendations will be considered for implementation by the elected officials of each affected jurisdiction. During the effective term of this Measure C tax, nothing would preclude the possibility that public transportation funding through this allocation could be transferred to a regional transit district or like entity, in the event that such service consolidation occurred.

Priority service improvements planned for each of the existing transit agencies are described below. Primary Programs are those that are anticipated to reasonably be funded by the new Measure "C" program. Secondary Programs are improvements that will be funded after Primary Programs are fulfilled and provided that funding is available. Priority service improvements planned for each of the existing transit agencies are described below.

City of Fresno

- **Primary Program**
 - Ø Improve frequencies to every 15 minutes on the busiest routes on the public transportation system in Fresno
 - Ø Enhance the delivery of paratransit to the disabled community consistent with federal and state law
 - Ø Install and integrate a regional automated farebox system to enhance transit coordination and seamless passenger travel between transit systems
 - Ø Complete fleet conversion to low emission buses
 - Ø Expansion of service areas to all riders, as Fresno's Sphere of Influence changes
- **Secondary Program**
 - Ø Extend weekend service hours
 - Ø Enhance the delivery of paratransit services to the senior community
 - Ø Pursue other alternative mass public transportation options such as bus rapid transit, automated people movers, light rail, etc.
 - Ø Deploy other operational and infrastructure improvements such as "real time" bus arrival and departure information displays to provide better services to transit users

City of Clovis

- **Primary Program**
 - Ø Improve frequencies to every 15 minutes on the busiest routes on the public transportation system in Clovis
 - Ø Enhance the delivery of paratransit to the disabled community consistent with federal and state law
 - Ø Install and integrate a regional automated farebox system to enhance transit coordination and seamless passenger travel between transit systems
 - Ø Complete fleet conversion to low emission buses
 - Ø Expand service areas to all riders, as Clovis's Sphere of Influence changes
- **Secondary Program**
 - Ø Extend weekend service hours
 - Ø Enhance the delivery of paratransit services to the senior community
 - Ø Pursue other alternative mass public transportation options such as bus rapid transit, automated people movers, light rail, etc.
 - Ø Deploy other operational and infrastructure improvements such as "real time" bus arrival and departure information displays to provide better services to transit users

Fresno County Rural Transit Agency

- **Primary Program**
 - Ø Install and integrate a regional automated farebox system to enhance transit coordination and seamless passenger travel between transit systems
 - Ø Expand intra-city services to improve demand responsive paratransit service frequencies to the elderly, disabled, low-income, and youth of rural Fresno County
 - Ø Complete fleet conversion to low emission buses
 - Ø Deploy other operational and infrastructure improvements such as construction of a dispatch terminal, utilizing intelligent transportation system technology such as safety surveillance cameras and global positioning systems to provide better services within and between the rural incorporated cities and unincorporated communities
 - Ø Expand inter-city service to improve scheduled fixed-route service frequencies to address trips for employment
 - Ø Implement an unincorporated County area shuttle program
 - Ø Implement escort medical transit service program
 - Ø Expand transit services to the Eastside and Westside of Fresno County

- Ø Implement sub-regional Eastside and Westside transit terminal facilities with compressed natural gas and hydrogen refueling stations
- **Secondary Program**
 - Ø FCRTA's phased implementation will accomplish all the Primary Programs within the twenty year time frame of available funding resources

The following Measure "C" funding policies will apply to each of the transit agencies, and/or entity, to implement with their respective programs.

Seniors Fare Subsidy Earmark Programs

- **Primary Program**
 - Ø **Free General Public Transit Fare Program for Seniors 65 years of age and Older**
 - ◆ Each transit agency will commit to implement a Measure "C" reimbursement program from earmarked funds, to implement free fares for general transit ridership, for seniors 65 years of age and older
 - ◆ At 5-year intervals, each transit agency will conduct a performance evaluation to determine if the free senior fare reimbursement program is meeting its intended goals of increasing senior ridership on general public transit services. The evaluation will measure actual senior usage and fare reimbursement versus available program funding to ensure continued viability
 - ◆ If ridership increases beyond the earmark of available Measure "C" funding other funding sources may be utilized to continue the free senior fare program, otherwise the transit agencies may charge a reduced fare to augment and continue this Measure "C" fare subsidy program
- **Secondary Program**
 - Ø **Taxi Script Program for Seniors 70 years of age and Older**
 - ◆ Each of the three (3) transit agencies will commit to develop a *Taxi Script Program* for persons 70 years of age and older, who do not meet ADA eligibility requirements for access to paratransit services
 - ◆ The program will be uniform between the three agencies and will provide for the purchase of a predetermined amount of script to be used for taxi service by those who are qualified to use the program
 - ◆ The details of the "script ratio" will be determined by the transit agencies at the time the program is implemented
 - ◆ At 5 year intervals each transit agency will conduct a performance evaluation to determine if the program is meeting its intended goals of increasing ridership amongst eligible seniors of the *Taxi Script Program* and assess whether or not to continue, or redirect the funding to a more effective alternative

Public Transit Agency Performance Criteria

- Measure C funds can be used to provide new / demonstration service for a period of up to three (3) years. The service must meet the minimum performance standards of each transit agency
- Service that does not meet the minimum performance standards may be discontinued; unless the transit agency can demonstrate that continued reduced / minimal "life-line" service is in the best interest of the community
- Any request to extend such "life-line" service(s) shall be reviewed by the Council of Fresno County Government's (COFCG) Social Service Transportation Advisory Council (SSTAC) with final approval made by the appropriate transit agency board

PTIS / Transit Consolidation

Phase 2 – Public Transportation Infrastructure Study (PTIS)

Fresno COG would be responsible for preparing or retaining a team of consultants to prepare Phase II of the Public Transportation Infrastructure Study (PTIS). Phase I of this Study is almost complete and will identify existing infrastructure, review current policy documents and peer studies, and formulate recommendations for transit supportive strategies that will lead to a set of viable Public Transportation projects in Fresno County. The Phase I Study will set the stage for development of the Phase II effort funded in this Expenditure Plan.

Transit Consolidation

Fresno COG has already commissioned a study to determine if consolidation of the various public transit agencies is viable. This Measure "C" Plan will provide funding to implement study recommendations should consolidation be warranted. Activities would include coordination with each transit agency to discuss the consolidation effort, development of a Joint Powers Agreement (JPA) or some other similar document to consolidate under one agency all transit service functions, and other required consolidation tasks that will result in implementation of Study recommendations.

ADA / Seniors / Paratransit

Dedicated funding would be available for ADA and Senior / Paratransit services under the Regional Public Transit Program and could be used as matching funds for state or federal funds or to augment funding under the Public Transit Agencies Program or programs contained in the Local Transportation Program. Details regarding the funding process and implementing guidelines will be further defined by Fresno COG and considered for approval by the Authority.

Van Pool Programs

Public / Private Competition

Measure "C" funds can subsidize van pool programs within Fresno County. The programs would be evaluated for funding allocation based upon an open competitive process. The Van Pool Program should provide an equal opportunity for both public and private industry competition, as well as potential public / private

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partnerships. Details regarding the funding process and implementing guidelines will be further defined by Fresno COG and considered for approval by the Authority.

Commuter Van Pool Performance Criteria

- The Fresno County Transportation Authority will issue a Request for Proposals to qualified entities to provide such a service
- All commuter vanpools using Measure C funds allocated for this purpose must originate within Fresno County. This does not preclude an agency to use other Measure C funds (e.g., Regional Public Transit, Local Transportation Program) to subsidize additional Commuter Vanpools
- Allocations of Measure C funds for vanpools will be prioritized based on overall cost effectiveness and air quality benefit

Farmworker Van Pools

Dedicated Revenue Stream for Farmworker Vanpools

Each of the two sub-programs (Car & Van Pool and Farmworker Van Pool) should receive equal Measure "C" funding. In addition, the Farmworker Van Pool Program is required to operate in accordance with federal regulations and Measure "C" funding for Farmworker Van Pool Programs within Fresno County is to be allocated to entities through an open competitive process. Details regarding the funding process and implementing guidelines will be further defined by Fresno COG and considered for approval by the Authority.

Farmworker Van Pool Performance Criteria

- The Fresno County Transportation Authority will issue a Request for Proposals to qualified entities to provide such a service

- The RFP will include specific performance criteria and specific operating standards needed to operate such a service in the State of California
- All farmworker vanpools using Measure C funds allocated for this purpose must originate within Fresno County. This does not preclude an agency to use other Measure C funds (e.g., Regional Public Transit, Local Transportation Program) to subsidize additional Farmworker Vanpools
- Allocations of Measure C funds for vanpools will be prioritized based on overall cost effectiveness and air quality benefit

Advanced Transportation Technologies

Eligible Projects & Urban / Rural Allocation

A portion of this funding allocation can be programmed and available for efforts needed to implement the new technologies. Also, the sub-category should be renamed to New Technology Reserve, and defined as a funding program for new transit technologies such as Personal Rapid Transit (PRT) or similar system. A further recommendation was that if the sub-category does not resonate with the voters in the follow-up poll it could be eliminated. It can also be eliminated if during the biennial Expenditure Plan update a detailed evaluation of the feasibility and likelihood of implementing such a system after ten (10) years is not eminent, or if construction is not eminent within 15 years after the Measure passes. The funds would then revert back to the Expenditure Plan update process to be allocated where the greatest need then exists. Details regarding the funding process and implementing guidelines will be further defined by Fresno COG and considered for approval by the Authority.

Appendix C – Implementing Guidelines: Local Transportation Program

Local Allocation Program

The Local Allocation Program consists of three (3) subprograms including the:

- Street Maintenance / Rehabilitation
- ADA Compliance
- Flexible Funding

Overarching Implementation Guidelines affecting the Local Allocation Program include:

- A minimum base of \$100,000 per year shall be allocated to each agency, and then the annual 75% population / 25% road mile formula would be applied to determine the total funding allocation by local agency under this Program
- The County of Fresno is annually required to spend a portion of its local allocation in the unincorporated urban area using the 75% population / 25% road mile formula in appropriate proportion to its total allocation

Street Maintenance / Rehabilitation

The following Implementing Guidelines apply to the Street Maintenance Program:

- A mandated 50% of the local transportation fund allocation will be earmarked for street maintenance / rehabilitation
- Every 5 years (4 times in 20 years) there will be a compliance test where jurisdictions must show they have spent their mandate, but the time frame allows funds to accumulate up to a 5 year segment if needed for match purposes or a large project; then they must meet the spending goals
- If an agency is not in compliance with the 5 year mandate, funds may be withheld until the jurisdiction is compliant and further may be subject to an Expenditure Plan amendment reallocating the funds upon consideration and approval of the Fresno COG Board and Transportation Authority and when consistent with the enabling legislation process for amendment

The following paragraph is the recommended definition of "street and highway maintenance, rehabilitation, reconstruction, and storm damage repair."

Definition: As per AB 2928 (Proposition 42) language for local agency allocations (Revenue & taxation code, Section 7104 (e))

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:
 - Ø patching
 - Ø 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.

ADA Compliance

- After the mandated 50% street maintenance / rehabilitation is subtracted, there is an additional 1.75% mandate from the local allocation for jurisdictions to meet the current requirements of the Americans with Disabilities Act (ADA). Communities already in compliance would not have to meet this mandate
- Jurisdictions that receive less than \$200,000 annually from the total local transportation program (total funds available) would also be exempt from this provision
- Every 5 years (4 times in 20 years) there will be a compliance test where jurisdictions must show they have spent their mandate, but the time frame allows funds to accumulate up to a 5 year segment if needed for match purposes or a large project; then they must meet the spending goals
- Details regarding the funding process and implementing guidelines will be further defined by Fresno COG and considered for approval by the Authority

Flexible Program

Details regarding the funding process and implementing guidelines will be defined by Fresno COG and considered for approval by the Authority.

Pedestrian / Trails / Bicycle Facilities Program

The following implementing guidelines were prepared after lengthy discussion and deliberation. As a result, the implementing guidelines have been inserted as approved by the Measure "C" Steering Committee.

Master Plan for Trail, Bicycle and Pedestrian Facilities

- By January 1, 2012, all jurisdictions within Fresno County will have updated and/or adopted a Master Plan for Trail, Bicycle and Pedestrian Facilities that promotes connectivity within all of Fresno County and its urban areas
- Measure C funds may be used to pay for development of a Master Plan
- The Master Plan will be the guiding document for upgrade and/or installation of such facilities
- If any jurisdiction fails to meet this goal the earmarked funds for Trail, Bicycle and Pedestrian facilities shall be withheld by FCTA until such time as a jurisdiction is in compliance

Pedestrian / Bicycle Trails and Bike Lane Earmark Thresholds

- Less than 25,000 population – jurisdictions are exempt from the earmarked funds for pedestrian / bicycle trails and earmarked funds for bicycle facilities
- 25,000 – 74,999 population – jurisdictions may combine the earmarked funds for pedestrian / bicycle trails and the earmarked funds for bicycle facilities in order to provide flexibility in implementing projects conforming to any of the provided definitions
- Greater than 75,000 population – jurisdictions must meet each of the earmark targets for 1) Pedestrian / Bicycle Trails and 2) Bicycle Facilities

Allowed Accumulation of Earmark Funds Over Five (5) Years

- Every 5 years (4 times in 20 years) there will be a compliance test where jurisdictions must certify to the FCTA that they have spent their earmark funds, but the time frame allows funds to accumulate up to a 5 year segment if needed for match purposes or a large project--then the spending goals must be met thereafter

Earmarks for Pedestrian / Bicycle Trails

- These funds may be used for new construction of pedestrian / bicycle trails and for the development of the Master Plan as well as retrofitting pedestrian / bicycle trails within the circulation system that existed as of January 2007 or the date of adoption of the Master Plan
- Trails built with earmarked or other Measure "C" funds shall, at a minimum, be designed in accordance with the design criteria for bicycle paths and multi-purpose trails set forth in the California Highway Design Manual, Chapter 1000, Bikeway Planning and Design, with the following caveats:
 - Ø Within the Fresno Clovis Metropolitan Area, trails built with Measure "C" funds shall be 12 feet minimum where physically feasible

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- Ø Within the Fresno Clovis Metropolitan Area, trails built with Measure "C" funds shall be built so that at-grade crossings are limited to one every half-mile at signalized intersections for new developments provided that this does not violate property owner rights
- Ø Trails 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 / bicycle safety risk areas

Where a Class 1 trail crosses a street or expressway at grade, or for connectivity purposes, is established on a street, expressway or freeway as a Class II or Class III facility, signing and striping shall be in accordance with the nationwide standards established within the current edition of the MUTCD (Part 9) and/or current edition of the California Supplement to the MUTCD (Part 9).

Jurisdictions shall certify to FCTA that these guidelines have been met in the utilization of Measure "C" funds.

Earmarks for Bicycle Facilities

These funds may be used only for retrofitting bicycle lanes within the circulation system that existed as of January 2007 or the date of adoption of the Master Plan. Bicycle lanes must be consistent with the adopted Master Plan for each jurisdiction.

Requirements Applying to All Facilities Utilizing Either Regional or Local Allocation Funds

- **New Pedestrian Facilities:** Every highway, expressway, super-arterial, arterial or collector (exempting freeway) within the urbanized areas throughout the County that is constructed or reconstructed in whole or in part with Measure C funds shall include sidewalks, paths, walkways, or equivalent facilities on both sides of the street, road, or highway for use by pedestrians. 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. 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 or reconstructed in whole or in part with Measure C funds shall include accommodations for bicycle travel either by a shared roadway or by bike lane. A shared roadway includes a paved shoulder or a wide outside lane. On a city or county street, road or highway, or upon a State highway that is classified as freeway or urban area expressway and not already expressly closed by order, ordinance or resolution to bicycle or pedestrian use under Section 21960 of the California Vehicle Code, the accommodation shall be by paved shoulder or Class 1 separated bicycle path and appropriate MUTCD signing and striping. Similarly, in the future, and consistent with the

provisions of Section 888 of the Streets and Highway Code, Caltrans shall not sever or destroy an existing or proposed major bicycle route included in an adopted bicycle plan unless it provides a reasonable, safe, and convenient alternate route or such a route exists. Identical provisions also apply to all local agencies within the County. While not mandatory, but where circumstances require the closure of an existing bike facility, the intent is to provide an alternate bicycle route within ¼ mile or less of the severed route.

- **Maintained Pedestrian or Bicycle Facilities:** Any maintenance to a street, road, or highway funded in whole or in part by Measure C 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 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 the proposed project using Measure C funds and identifying the specific exceptions. The exceptions are,
 - Ø The provision of pedestrian and/or bicycle access is contrary to public safety;
 - Ø An alternative route already exists or will be built as part of the project that is equally or more safe and convenient in terms of distance and travel time;
 - Ø The cost of the facilities would be disproportionate (exceeding 20% of the cost of the overall project);
 - Ø Sparse population or other measurable factors indicate an absence of need;
 - Ø Significant adverse environmental effects would result from the inclusion of the facilities in the project;
 - Ø Opposition by 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 a roadway, but which does not include additional lane capacity. It does not include the repair, rehabilitation or overlay of existing paved surfaces, landscaping, signing, signalization or routine maintenance that does not include the widening of the road surface. 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 2012, 2017, and 2021 the Fresno County Transportation Authority will review the status of all jurisdictions' Master Plans for Trail, Bicycle and Pedestrian Facilities.

If the Authority determines at a public hearing that a jurisdiction's Master Plan for Trail, Bicycle and Pedestrian

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Facilities is less than five years old when last adopted, and the Master Plan has been completed at each of these five year marks, the earmark requirements are suspended until the next

evaluation and revert to the overall local allocation category for flexible use by the local jurisdiction.

Appendix D – Implementing Guidelines: Regional Transportation Program

Urban and Rural Allocation Programs

Funding Parameters

The Regional Transportation Program (RTP-MC) component of the Measure "C" Expenditure Plan includes Tier 1 and 2 lists of both urban and rural street and road projects within Fresno County and its cities. The Tier 1 and Tier 2 projects are included as Tables 2 through 5. Figures 2 and 3 in the Plan provide a graphic display of Tier 1 projects. Tier 2 projects are graphically displayed in Figures E-1 and E-2 in this Appendix. The projects provide for the movement of goods, services, and people throughout the county. The Measure "C" allocation for the Tier 1 program is 50% for urban projects and 50% for rural projects. In addition, in order to accomplish the Tier 1 program in a timely fashion, a minimum of 75% of the State Transportation Improvement Program funds due to the Fresno County region over the twenty-year life of the Measure C (2007-2027) shall be committed to this Tier 1 program. It is anticipated that 20% of the total program shall be funded through implementation of a Regional Transportation Mitigation Fee (RTMF) on new or expanded development that increases traffic impacts.

Although it is the primary purpose of the RTP-MC funds to augment Tier 1 funding levels, there is recognition that it is difficult to accurately project revenues / expenditures for a 20-year period. Therefore, in the event that additional resources (e.g. federal or state earmarks) are made available to fully fund all of the Tier 1 projects, then it is acknowledged that the Fresno County Transportation Authority (Authority), in consultation with the Council of Fresno County Governments (Fresno COG), will have the flexibility to fund other urban and rural street and road projects contained in the Tier 2 list of regional transportation projects. This would be accomplished through the Expenditure Plan update process, and appropriate Tier 2 list project(s) would be amended into the Tier 1 funded program.

Regional Transportation Mitigation Fee

The RTMF shall be developed and approved by the Fresno COG and Authority in coordination with all local jurisdictions. Fresno COG shall contract with a qualified individual or firm with experience in the development of such mitigation fees to conduct a RTMF Study, which will serve as the foundation for development of a RTMF program. The RTMF shall also be structured to effectively address improvements identified in the Fresno-Madera County Freeway Deficiency Study.

The RTMF shall cover the 20-year period of Measure "C". The RTMF shall apply to Regional Transportation Program-Measure "C" projects identified in Tier 1, Tier 2 and other such regional projects

as may be identified in the RTMF Study. Such process shall be consistent with state law and shall require analysis of growth of travel demand for each agency, identify regional road improvements to meet such demands, describe the appropriate "nexus" between such demand and improvements, and adopt appropriate mitigation fees. The RTMF shall be adjusted to reflect actual construction costs every 5 years, but shall be adjusted annually on July 1st to reflect the percentage increase or decrease in the Engineering News Record Index for the California Cities for the twelve (12) month period preceding December of each year.

The RTMF shall be enacted by all cities in the County and by Fresno County to become effective by no later than January 1, 2009. For any jurisdiction that collects mitigation fees for any regional transportation project listed in the RTP-MC prior to the January 1, 2009 deadline, those fees may be factored into the RTMF fee analysis for that project to ensure that development is equitably assessed in accordance with state law. Fees will be collected by each local jurisdiction and transmitted to the Authority on a schedule to be determined by the Authority. It is important to the implementation of the RTP-MC that every incorporated city in the County and Fresno County enact the RTMF. If any city or Fresno County should choose to not implement the RTMF, then that agency shall forfeit annually from the Local Transportation Program Street Maintenance Allocation 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 Transportation Program allocation for that agency.

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 RTP-MC and consistent with state law governing impact mitigation fees.

Regional traffic impacts shall be determined based upon the COG Regional Transportation Model analysis. The RTMF shall apply to all types of land uses and to the extent possible limit the number of categories of fees to agriculture, single family residential, multi-family residential, commercial-office, commercial-retail, light industrial, heavy industrial and certain traffic generating non-essential public facilities. Essential public facilities (as defined by

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state law) shall be exempt from such fees. However, provision should be made for unique types of land uses to be evaluated on an individual basis. Such unique projects and specific evaluation shall be paid for by the project applicant and performed by Fresno COG or its designee.

It is in the public interest and welfare to make exception for certain types of land uses. To that purpose, affordable housing shall be required to pay only 50% of any fee established for the land use category. Affordable housing is defined as housing affordable to persons with 80% of Fresno County median income or less annually. The definition for median income and affordable housing is as provided annually by the U. S. Housing & Urban Development Agency (HUD) to the County of Fresno.

Fresno Airports Program

The two public-owned and operated airports in the City of Fresno [Fresno Yosemite International (FYI) and Fresno-Chandler] are important components of both the urban and rural area transportation systems. FYI is critical to continued economic development in Fresno County and the Central San Joaquin Valley and Fresno-Chandler competes very well for federal and state funds. As a result, funds allocated to this program are expected to leverage a considerable amount of additional state and federal funds for improvements at the airports.

Table E-1 includes a complete list of Tier 1 and Tier 2 airport improvement projects to be funded using Measure "C" Extension and federal, state, and other funds. Tier 2 airport projects are considered for funding once Tier 1 projects have been programmed or implemented and if additional funding is still available over the 20-year period. Details regarding the funding process and implementing guidelines will be further defined by Fresno COG and

TABLE E-1
REGIONAL TRANSPORTATION FUNDING PROGRAM
FRESNO AIRPORTS

18-YEAR CAPITAL IMPROVEMENT PROGRAM PROJECTS	
TIER 1 Airport Improvement Projects	
Rehabilitate Taxiway B4 and Construct Taxiway C4	Rehabilitate Taxiway B8 Branch 02
Rehabilitate Taxiway B10 Branch 03 and Demolish Taxiway B9	Rehabilitate Taxiway B5 Branch 02
Rehabilitate Taxiway C	Acquire Land for Runway 30L Runway Protection Zone
Rehabilitate Hold Pad TWC	Rehabilitate Taxiway B11 Branch 01
Part 150 Noise Mitigation Programs	Rehabilitate Taxiway B7 Branch 01
Construct "T" Hangars Northside	Rehabilitate GA Apron
Construct Taxiway Northside	Air Cargo Expansion Phase 2
Rehabilitate AC/PCC Concourse Apron East Side	Rehabilitate Taxiway B5 Branch 03
Construct Box Hangars Northside	Rehabilitate ARFF Station
Rehabilitate and Extend Runway 11R-29L	Rehabilitate Taxiway B11 Branch 03
Construct Taxiway H and Infrastructure	Rehabilitate Taxiway B11 Branch 02
Improve North Airfield Drainage	Update Pavement Maintenance Plan Study
Rehabilitate Terminal Building Phase 4	Extend Runway 11L-29R to 10,000'
Rehabilitate Taxiways	Rehabilitate Taxiway B2 Branch 02, 03
Construct Apron (Phase 3) and Airport Access Road	Rehabilitate Concourse PCC Apron North Side
Rehabilitate Taxiway B2	Rehabilitate Concourse AC Apron Northeast Side
Rehabilitate AC/PCC Concourse Apron West Side	Acquire Land for Approach
Rehabilitate Taxiway B Including SMGCS	Rehabilitate GA Crossings
Rehabilitate Hold Pad TWB	Rehabilitate Taxiway B4 Branch 01
Acquire Land for Runway 12R Extension	Acquire Security and Communication Equipment
Install Taxiway B, C, B4/C4, B6, B10/C10, B12/C12 SMGCS Lighting	Rehabilitate Taxiway B5 Branch 01
Rehabilitate Taxiway B6 Branch 02, 03	Rehabilitate Runway 11L-29R
Construct Runway 30L-12R Extension to 4200' with Grade Separation Phase 1 & Phase 2	Expand General Aviation Apron
Install PAPI Runway 12R	Rehabilitate Taxiway B8 Branch 01, 03
Rehabilitate Taxiway C10, C12 Apron, A Apron	Terminal Building
Maintenance Apron	
TIER 2 Airport Improvement Projects	
Extend Runway 11L-29R to 12,000'	Rehabilitate Runway 11L-29R
Part 150 Noise Mitigation Programs	

FYI - Fresno Yosemite International Airport
Source: City of Fresno, Department of Airports

FC - Fresno-Chandler Airport

considered for approval by the Authority.

Appendix E – Implementing Guidelines: Alternative Transportation Program

Rail Consolidation

The following implementing guidelines apply to the Rail Consolidation Program:

- Should rail consolidation occur, the land along the BNSF tracks will revert back to the City and County of Fresno for trails, bikeways, and pedestrian facilities
- The issue of rail consolidation and an evaluation of its feasibility and likelihood of securing the additional funding are

to be included in the biennial update of the Expenditure Plan. A more thorough review should take place at ten (10) years

- If rail consolidation is not programmed with construction eminent within 15 years after the Measure passes, the funds would revert to grade separation projects that coordinate with transit improvements and provide the greatest amount of congestion relief and air quality benefit

- A portion of the funds should be allocated (allowed) to fund the effort of securing the additional funding from state, federal, or other agencies to fully fund rail consolidation. This would include financing a position to seek the additional funding, securing the services of a lobbyist for the project, and working on operations issues along the corridors
- The Fresno Area Residents for Rail Consolidation (FARRC) and the City of Fresno would work with the Fresno County

Transportation Authority (Authority) to pursue the additional funding

Details regarding the funding process and implementing guidelines will be further defined by Fresno COG and considered for approval by the Authority.

Appendix F – Implementing Guidelines Environmental Enhancement Program

Transit Oriented Infrastructure for In-Fill Development

The proposed Measure "C" Transit Oriented Infrastructure for In-Fill Program would fund planning and incentives to cities for leveraging land use changes that increase demand for transit and the economics of transit that include:

- Identification of selected nodal transit sites and transit corridors for Transit Oriented Development (TOD) investment
- Environmental and design studies related to TOD implementation
- Incentives to developers to build compact designs with higher residential densities, mixed-uses, and open space that are characteristic of well implemented TOD in other cities
- Off-set for capital costs for TOD related infrastructure
- Leverage of costs for TOD related land acquisition

Definition and Goals: TOD refers to development that supports increased demand for transit with higher density and mixed land uses accessible to transit nodes. Goals of TOD for the Measure "C" Transit Oriented Infrastructure for In-Fill allocation are to support community-based transit projects that 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

Three kinds of programs are recommended with a community advisory committee providing details:

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

A community advisory / technical committee is recommended to provide design specifics such as performance standards for the program. Revenues should be accumulated until Public Transit Infrastructure Studies identify transit corridors and transit nodes throughout the County. Details regarding the funding process and implementing guidelines will be further defined by Fresno COG and considered for approval by the Authority.

School Bus Replacement / CNG

The following implementing guidelines apply to the School Bus Replacement Program:

- Use the Department of Motor Vehicles list of registered school buses in the County, and the priority list established based on the oldest fleet vehicles being replaced until the remaining buses meet current air quality standards.

If and when all the buses meet the standards, then funds would revert to implementing clean fuel infrastructure. Details regarding the funding process and implementing guidelines will be further defined by

Fresno COG and considered for approval by the Authority. In addition to cleaner fueled buses, all replaced buses will be equipped with seat belts.

Appendix G – Citizen Oversight Committee

Committee Purpose

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 approval of the Measure "C" Extension by the voters of Fresno County in November 2006.
- 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

- Subcommittees: 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 thirteen (13) members including:
 - Ø Six (6) at-large public members:
 - ♦ Five (5) who must each respectively reside in each one of the five Fresno County Supervisorial Districts; and

- ♦ Three (3) must reside in the Fresno-Clovis Metropolitan Area (FCMA); and
- ♦ Two (2) must reside in the unincorporated rural area of the county, one from the east side and one from the west side of the county.
- ♦ One (1) must reside in an incorporated city outside of the FCMA.
- Ø Seven (7) members who must each be representatives drawn from a diverse mix of interested community organizations. The members are expected to provide a balance of viewpoints.
- Quorum
 - Ø A Quorum will be no less than seven (7) members of the Committee.
 - Ø 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 County Mayors' Selection Committee (the 15 mayors within Fresno County) and the Chair of the Fresno County Board of Supervisors.

Recruitment Process

- Each year as terms of various members 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.
- 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. No member may serve more than eight (8) years.
- Members will not be compensated for their service on the Committee.
- In an effort to maintain Committee member consistency, during the first four (4) years of the Committee, terms will be staggered with six (6) of the members to serve a four-year term, seven (7) of the members to serve a two-year term. Such assignment of terms shall be made by the Selection Committee at time of appointment.

- Members who are not in attendance for two (2) consecutive meetings or are not present at 50% of the Committee meetings over a 12-month period shall be replaced with a new member selected by the Selection Committee.
- If a member position on the Committee becomes vacant, the Selection Committee will fill the vacant position within 90 days of the date when the position became vacant.
- 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 Council of Fresno County Governments (Fresno COG).
- Restricted to individuals without economic interest in any of the Authority's projects.
- Must submit an annual statement of financial disclosure consistent with Fair Political Practices Commission (FPPC) rules and regulations and filed with the Authority.

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 at least two weeks prior to the meeting of the Citizen Oversight Committee, 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

The Committee may receive, review and recommend any action or revision to plans, programs, audits or projects that is within the scope of its purpose stated above. Specific responsibilities include:

- 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.

APPENDIX B

REGIONAL TRANSIT PROGRAM

Fresno COG Measure “C” Taxi Scrip Program for Seniors 70 Years of Age and Older

IMPLEMENTING PROGRAM GUIDELINES

Introduction

1. Purpose

The Fresno Council of Governments (Fresno COG) Taxi Scrip Program will provide enhanced transportation services for seniors living in the Fresno County (service area) region. The Taxi Scrip Program is a user subsidy program operated by Fresno COG and funded with Measure “C” Extension funds.

2. Eligibility

Eligible persons must be a senior age 70 and older and be a resident of Fresno County. In addition, seniors must:

- ✓ Provide proof of age, such as, a copy of a California Drivers License, California Identification Card or other combination of documents that prove both age and residency
- ✓ Complete the Taxi Scrip Program Application (attached). Return completed applications to Fresno COG, or to one of our distribution locations listed on page C-4 of the application

2.1 Proxy Purchase

Users may authorize up to two individuals, at any one time, to purchase Taxi Scrip on their behalf by completing the Taxi Scrip Program: Authorization Form. User must notify Fresno COG or its agents if any changes occur.

2.2 Verification of ID

Verification of ID and past monthly purchases will be conducted prior to issuing scrip. A User ID number will be provided upon completion of the application form for program eligibility. User ID numbers, for ease of client use, will be the individual’s initials and date of birth. Ex. Jane L. Smith born 11/07/1930 would be ID JS110730. Taxi scrip turned in by taxi vendors will be validated by User ID, and issued scrip number.

3. Service Area

Eligible users (Users) may use authorized taxicabs to travel anywhere taxicabs are willing to travel.

4. Scheduling

Users are solely responsible to schedule, change and cancel trip reservations. Taxicabs are available to use Monday to Sunday, 24 hours a day.

5. User-Side Sales

Each Taxi Scrip ticket book contains 20 one-dollar tickets, good for \$20 in travel value. Users may purchase up to five ticket books monthly at a cost of \$5 each, that's a 75% discount per ticket book. Users may purchase Ticket Books at Fresno COG and other established vendors, or by mail. Users may not purchase more than five (5) books in any calendar month; however, Users may purchase one at a time within the same month. Users who violate this policy may jeopardize their privileges to participate in the Taxi Scrip Program.

When purchasing ticket books by U.S. Mail, Users must add the cost of shipping/handling to their check or money order. Neither Fresno COG nor its agents are responsible for lost, stolen or damaged ticket books.

6. Taxi Scrip Ticket Books

Users are responsible to pay the amount on the taxi meter. Users may round up the cost of the trip to the nearest dollar when paying with tickets, or may use a combination of cash, check or credit card and tickets. The user can request change after rounding up to the nearest dollar.

7. Fare Media/Taxi Scrip Tickets

Fresno COG will prepare, print and provide Taxi Scrip Ticket Books to the public and point-of-sale locations.

Various local entities will be contacted to find out their willingness to act as currency distributors. Examples of vendors include libraries, retirement facilities, medical centers, etc. Vendors will be required to account for currency books sold. This will require the collection of money, and logging the sale date, User ID numbers, and scrip ID numbers on the taxi scrip website at www.taxiscrip.org. Sales logs from the website will be monitored by Fresno COG on a monthly basis.

8. Customer Service

The Fresno COG Office is the primary point of contact with the public. The Office is located at 2035 Tulare Street, Suite 201, Fresno California, 93721. Hours are Monday to Thursday from 7:30 am to 5:30 pm, and Friday 7:30 am to 4:30 pm. They are closed on most major holidays. The telephone number is 559-233-4148. Bi-lingual assistance is available and the office is ADA accessible.

Information is also available on the web by visiting www.fresnocog.org; rollover on the "Measure C Programs" tab, then click "Taxi Scrip Program".

9. Budget

The proposed budget to run this program is \$525,279 during FY 2014/15 including services and administrative costs. The budget will be reevaluated after a year of operation and Fresno COG reserves the right to amend this budget. At yearly intervals, Fresno COG will conduct a performance evaluation to determine if the program is meeting its intended goals of increasing ridership amongst eligible seniors of the *Taxi Scrip Program* and to assess whether or not to continue, or redirect the funding to a more effective alternative.

10. Taxi Companies

Fresno COG will engage local taxi companies to participate in this program. In order to participate in the program, taxi companies are required to have a valid business license with the city in which they operate that grants them permission to operate a cab within that jurisdiction. Criteria established by Fresno COG will serve as a screening process for taxi company participation. Fresno COG will enter into a Hold Harmless agreement with taxi companies.

11. Invoicing Procedures

Taxi Companies are required to log taxi scrip usage using the taxi scrip website at www.taxiscrip.org. On the website, taxi companies will log the scrip number, the user ID number, and the date of service. Taxi companies are responsible for maintaining accurate logs and keeping and returning used taxi scrip. Taxi companies will be required to invoice monthly for trips taken and are solely responsible for seeking reimbursement.

12. Marketing

To increase participation in the program, a web site will be maintained by Fresno COG listing current application information and program details. Additional flyers and brochures will be made available for distribution at libraries, community centers, retirement homes, medical offices upon request.

APPENDIX C

REGIONAL TRANSIT PROGRAM Measure "C" Taxi Scrip Program for Seniors 70 years of age and older

APPLICATION FOR SCRIP

AUTHORIZED PERSONNEL USE ONLY

USER ID# _____

DATE ENTERED _____

VENDING SITE _____

INITIALS _____

As a potential user of the Measure C Taxi Scrip Program, you have received this packet of materials to explain the program and this application to participate in the program. The Measure C Taxi Scrip Program began in 2008 to provide transportation for seniors living in the Fresno County region. The Taxi Scrip Program is operated by the Fresno Council of Governments (Fresno COG) and funded with local transportation funds made available through the extension of Measure C.

Fresno County residents that meet the Measure C Taxi Scrip Program eligibility criteria may use taxicabs to travel anywhere that approved taxi companies will service. Taxicabs are available seven days a week, 24 hours a day. Authorized participating taxi companies are listed on page C-4 of this application.

Eligible individuals must be a senior age 70 or older and a resident of Fresno County. **Seniors are required to provide proof of age and residency, such as a copy of a California driver's license, California Identification Card or other combination of documents that prove both age and residency.** Additional information on eligibility documentation is provided later in this packet.

Measure C Taxi Scrip Program participants may purchase five books of Scrip monthly at \$5 per book. The actual Scrip ticket book value is \$20 (includes 20 tickets at \$1 value per ticket), which is a 75% discount per book. Use Scrip to pay the fare displayed on the meter when using a taxicab, rounding up to the nearest dollar. When paying with Scrip, change can be requested. Always be prepared to show the taxi driver your Measure C Taxi Scrip ID Card.

Mail this application to the Fresno COG office at 2035 Tulare Street, Suite 201, Fresno, CA 93721 along with a completed order form, or return it to one of our distribution locations listed on page C-4 of this application. For more information, please call Fresno COG at 559-233-4148 or visit us on the web at www.fresnocog.org.

APPLICATION FORM

Name: _____

Address: _____

City, State, Zip: _____

Phone: _____

Date of Birth: _____

Email: (Optional): _____

☐ I am age 70 or older

☐ Proof of Age/Residency is attached

Signature: _____

Date: _____

How did you hear about this program? _____

This page is intentionally left blank.

Note to Measure C Taxi Scrip Program Applicant:

IF YOU WISH TO AUTHORIZE OTHER INDIVIDUALS TO PURCHASE TAXI
SCRIP FOR YOU (IN ADDITION TO YOURSELF), PLEASE CONTACT
THE FRESNO COG OFFICE
AT
(559) 233-4148, XT 216

Please detach this page and keep for your records.

**MEASURE C TAXI SCRIP PROGRAM
BILL OF RIGHTS & RESPONSIBILITIES**

1. You have the **RIGHT** to be charged the same fare as all other taxi passengers.
2. You have the **RIGHT** to tip or not tip the taxi driver. You may tip taxi drivers with Measure C Taxi Scrip.
3. If the fare is less than an even dollar amount, you have the **RIGHT** to get change back. *(You may round up your trip fare to the nearest dollar and request change. Example: the total fare is \$5.25, you give the taxi driver \$6's worth of Scrip. The 75-cent difference can be requested as change.)*
4. You have the **RIGHT** to travel with a companion(s) and pay only one fare *(no matter how many people took the same ride.)*
5. You have the **RIGHT** to prompt, courteous and safe service.
6. You have the **RIGHT** to use any authorized participating taxi company you wish.
7. You have the **RESPONSIBILITY** not to lend, sell or give away your Taxi Scrip to anyone.
8. You have the **RESPONSIBILITY** to thoroughly fill out and submit the Taxi Scrip Order Form every time you reorder scrip through the Fresno COG mail order service. Your order will not be processed if the form is not received with payment.
9. You have a **RESPONSIBILITY** not to abuse the Taxi Scrip Program. The taxi drivers may not make out-of-area trips for you, make deliveries or allow someone else to use your Scrip.
10. You have a **RESPONSIBILITY** to keep track of your Scrip remember- it is the same as cash!
11. You have a **RESPONSIBILITY** to show your User ID card to the taxi driver every time you request a taxi service from an approved taxi service provider.
12. You have a **RESPONSIBILITY** to report any instance of abuse, unsafe taxi conditions, fraud or other problems you experience or observe.
13. You have a **RESPONSIBILITY** to inform the Taxi Scrip Program office of any changes: new address or telephone, Authorized Buyer(s), your eligibility status, etc.

WHAT SERVICE PROVIDER CAN I CALL TO SCHEDULE A SERVICE?

You may utilize any of the following authorized service providers holding a City of Fresno business license. Currently, there are fifteen such service providers that are participating in this program.

↩ Service in both English and Spanish ↩

CALIFORNIA CAB Ph: 559-222-2223 559-266-6666	CITY CAB Ph: 559-495-1234 559-228-8282	FARETTA CAB Ph: 559-230-1000 559-434-8888 559-226-4000	TAXI AMERICA Ph: 559-233-3383	LATINO CAB Ph: 559-233-3308 559-266-6611
A+ TAXI Ph: 559-433-9111	CHECKER CAB Ph: 559-237-7007 559-436-8294	FRESNO CAB Ph: 559-301-5579 559-448-7158	SIERRA VISTA CAB Ph: 559-222-5555 559-477-9717 559-981-0211	AZTECA DE ORO CAB Ph: 559-266-6669 559-266-6961
YELLOW CAB Ph: 559-275-1234 559-442-1020	BULLDOG CAB Ph: 559-485-6000	ALPHA CAB Ph: 559-442-1245	SANGER TAXI Ph: 559-900-6868 <i>Service To/From Sanger</i>	GREEN POINT TAXI Ph: 559-638-8595 <i>Service To/From Reedley</i>
				AMERICAN EAGLE TAXI Ph: 559-856-4944 <i>Service To/From Selma</i>

WHERE CAN I OBTAIN AN APPLICATION AND PURCHASE TAXI SCRIP IN PERSON?

Clovis City Hall 1033 Fifth Street, Clovis, CA <u>Business Hours:</u> 8:00 AM – 4:30 PM Mon– Fri Phone: 559-324-2000 Clovis Senior Center 850 Fourth Street, Clovis, CA <u>Business Hours:</u> 8:00 AM – 4:30 PM Mon– Fri Phone: 559-324-2750 TTY: 559-324-2753	Reedley Community Center 100 N. East Ave, Reedley, CA <u>Business Hours:</u> 8:00 AM – 5:00 PM Mon– Fri Phone: 559-637-4203 Sanger City Hall 1700 7th Street, Sanger, CA <u>Business Hours:</u> 8:00 AM – 5:00 PM Mon– Fri Phone: 559-876-6300	Fresno Area Express (FAX) Manchester Transit Center 3590 North Blackstone Fresno, CA <u>Business Hours:</u> 8:00 AM – 5:00 PM Mon– Fri Phone: 559-621-RIDE Orders by mail at: Fresno COG 2035 Tulare Street, Suite 201 Fresno, CA 93721
<p align="center">Download forms from our website: www.fresnocog.org</p> <p align="center">Select Tab: Measure C Programs, then click on Taxi Scrip Program</p>		

WHAT OTHER DOCUMENTS CAN I SUPPLY TO PROVE AGE/RESIDENCY ELIGIBILITY?

Other forms of proof of eligibility may include a photo identification from another state with your Date of Birth printed on it (to prove age) as well as a letter or bill with a Fresno County address on it (to prove residency). You can call the Taxi Scrip main office at 559-233-4148 x216 for further information on other forms of identification that may be accepted.



SENIOR TAXI SCRIP PROGRAM

SAVE 75% ON TAXI RIDES!

1. What Is The Senior Taxi Scrip Program?

It is a Measure C funded program that provides alternative, reliable and affordable transportation to Fresno County residents who are 70 years of age and older. Eligible seniors receive a 75% discount on taxi fares by purchasing taxi scrip. Scrip availability is limited.

2. How Does The Senior Taxi Scrip Program Work?

Participants simply obtain and submit an eligibility application and once approved can purchase a \$20 value booklet of taxi scrip (like coupons) from select locations for only \$5. **This is a 75% discount!** Up to (5) booklets of taxi scrip can be purchased each calendar month. Scrip can then be used like cash to pay for taxi cab fares only. (Not all taxi companies accept taxi scrip. See below for a list of qualified taxi companies.) Taxi Scrip can be used at any time, 24 hours a day, and 7 days a week when needed. Taxi Scrip booklets can be purchased at the Fresno Area Express (FAX) Manchester Transit Center, Clovis City Hall, Clovis Senior Center, Reedley Community Center, and Fresno COG. See below: *"Where can I obtain an application and purchase taxi scrip"* for location addresses.

3. What Are The Rules?

- You must be a resident of Fresno County.
- You must be at least 70 years old. Proof of eligibility is required by providing a copy of a California Driver's License or California DMV issued Identification. Other forms of proof of eligibility may include a photo identification from another state with your Date of Birth printed on it (to prove age) as well as a letter or bill with a Fresno County address on it (to prove residency). You can call the Taxi Scrip main office at 559-233-4148 x216 for further information on other forms of identification that may be accepted.
- You must first complete and submit the eligibility forms. All necessary documents can be obtained at select locations only (see below) or on the web at www.fresnocog.org
- Scrip cannot be given or sold to someone else. It is non-transferable, non-negotiable, and non-replaceable.
- Scrip can only be used to pay for **your** taxi services.
- Users are responsible for scheduling, changing, and canceling trip reservations.
- Be sure to let the dispatcher know that you will be paying with Taxi Scrip when you call to schedule a pick-up.
- Fresno COG reserves the right to limit scrip sales based on scrip availability.

4. Where Can I Obtain An Application and Purchase Taxi Scrip?

In Person:

Fresno Area Express (FAX) Manchester Transit Center 3590 North Blackstone Fresno, CA <u>Business Hours:</u> Monday – Friday 8:00 AM – 5:00 PM Phone: 559-621-7433	Clovis City Hall 1033 Fifth Street Clovis, CA <u>Business Hours:</u> Monday – Friday 8:00 AM – 4:30 PM Phone: 559-324-2000	Clovis Senior Center 850 Fourth Street Clovis, CA <u>Business Hours:</u> Monday – Friday 8:00 AM – 4:30 PM Phone: 559-324-2750 TTY: 559-324-2753	Reedley Community Center 100 N. East Ave Reedley, CA <u>Business Hours:</u> Monday – Friday 8:00 AM – 5:00 PM Phone: 559-637-4203
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In Person (continued):

Sanger City Hall
 1700 7th Street
 Sanger, CA
Business Hours:
 Monday – Friday
 8:00 AM – 5:00 PM
 Phone: 559-876-6300

In Person or By Mail:**Fresno Council of Governments (Fresno COG)**

2035 Tulare Street, Suite 201

Fresno, CA 93721

Phone: 559-233-4148

www.fresnocog.org

For mail orders, please send the completed eligibility application, copy of proof of eligibility (California driver's license, California DMV issued Identification Card, etc.), order form, and a check, cashier's check, or money order payable to **Taxi Scrip Program**. Please add the postage cost to your check's total amount.



Taxi scrip postage costs are as follows:

1 Booklet:	\$0.61	5 Booklets:	\$1.01
2-4 Booklets:	\$0.81		

**All forms are available at www.fresnocog.org
 or call 559-233-4148 to receive the application and order form via U.S. mail.**

5. What Taxi Companies Can I Call to Schedule a Service?

You may utilize any of the following authorized taxi cab companies that have completed a participation contract with Fresno COG. Currently, there are fifteen such taxicab companies that are participating in this program.

 Service in Both English and Spanish 

CALIFORNIA CAB Ph: 559-222-2223 559-266-6666	CITY CAB Ph: 559-495-1234 559-228-8282	FARETTA CAB Ph: 559-230-1000 559-434-8888 559-226-4000	TAXI AMERICA Ph: 559-233-3383	LATINO CAB Ph: 559-233-3308 559-266-6611
A+ TAXI Ph: 559-433-9111	CHECKER CAB Ph: 559-237-7007 559-436-8294	FRESNO CAB Ph: 559-301-5579 559-448-7158	SIERRA VISTA CAB Ph: 559-222-5555 559-477-9717 559-981-0211	AZTECA DE ORO CAB Ph: 559-266-6669 559-266-6961
YELLOW CAB Ph: 559-275-1234 559-442-1020	BULLDOG CAB Ph: 559-485-6000	ALPHA CAB Ph: 559-442-1245	SANGER TAXI Ph: 559-900-6868 <i>Service To/From Sanger</i>	GREEN POINT TAXI Ph: 559-638-8595 <i>Service To/From Reedley</i>
				AMERICAN EAGLE TAXI Ph: 559-856-4944 <i>Service To/From Selma</i>

6. How Can I Obtain More Information?

- Call 559-233-4148 during regular business hours.
- To download brochures and application forms, visit us on the web at www.fresnocog.org

FREQUENTLY ASKED QUESTIONS:

Can I use taxi scrip for all of my transportation needs?

No. Taxi Scrip can only be used for taxi fares with select taxi companies (please see above).

Do all taxi companies accept taxi scrip?

No. Only qualified companies (see above) may accept taxi scrip, be sure to always ask when calling to request cab service. At the end of the taxi trip, the driver will accept payment for the meter fare using taxi scrip instead of money. Taxi scrip does not need to be used the same month it is purchased.

Does my Taxi Scrip expire?

Taxi Scrip will not expire. If your scrip states that it will expire December 31, 2008, please disregard the statement and continue using scrip as normal. You can continue using your purchased 2008 scrip; you do not need to exchange your scrip. Contact Fresno COG at 559-233-4148 if you have any questions or concerns. All participating approved taxi scrip vendors and taxi companies have been notified of this change.

Do I need to show my User ID card every time I pay with taxi scrip?

Yes. You will be issued a personal User ID card when you are enrolled and approved for the Taxi Scrip Program. You must show this User ID card to the taxi driver every time you request a taxi service from one of the approved taxi companies.

I am a resident of Kings County, can I purchase Scrip?

No. Measure C's Taxi Scrip Program is available only to Fresno County residents. Please contact your respective city offices regarding taxi subsidy programs that may be available within your area.

I am a Fresno County resident, but I want to travel to Merced, can I use scrip for this trip?

Yes. However, the amount of Scrip you are allowed to purchase may only cover part of the total cost of your trip. Please consult taxi fares with the taxi company before scheduling a service. *(Taxi Cabs may not be able to pick you up outside of their service area, please inquire before scheduling).*

Is the taxicab driver obligated to make change when I pay with scrip?

YES. Just as when you pay for a taxi trip with cash, you are entitled to change should any be due to you.

May I tip the driver with taxi scrip?

Yes! Our previous policy was to not allow patrons to tip with taxi scrip. We have changed that policy and it is now allowed. If you feel that the service provided by the driver has been good, you may tip the driver with taxi scrip, or cash.

How will I know how much to pay the taxi driver?

Every taxi vehicle has a meter that will display the fare for your trip. You are responsible for paying the entire fare amount displayed on the meter.

Can I give or sell my Taxi Scrip to someone else if I do not use it?

No. Taxi Scrip is only to be used by the eligible person who is enrolled in the program and has been assigned a User ID Number. Taxi drivers are allowed to request identification to verify eligibility. Taxi Scrip is non-negotiable, non-transferable, and non-replaceable.

Am I required to hand over my scrip booklets to the taxicab driver so that they may remove the coupons?

ABSOLUTELY NOT! Scrip is considered the same as cash while you are riding in a taxicab, please treat it as such. If you are uncomfortable with allowing the driver to remove scrip from your book, keep the scrip within your possession.

If I lose the taxi scrip, can I be reimbursed?

No. Participating agencies are not responsible for lost, stolen, or destroyed scrip. Scrip is non-negotiable, non-transferable, and non-refundable.

How can I get more information?

For more information on this program, or to download an application and an order form, please visit us on the web at www.fresnocog.org or call the Fresno Council of Governments at 559-233-4148, during regular business hours. You may also send an email to Esperanza Velazco at evelazco@fresnocog.org.

APPENDIX D

LOCAL TRANSPORTATION PASS THROUGH REVENUES CERTIFICATION AND CLAIM

TO: Fresno County Transportation Authority

FROM: _____
Local Agency Name
Address: _____ City: _____ Zip Code: _____
Contact: _____ Telephone: _____
FAX: _____ Email Address: _____

1. Applicable Funding Program: (Check One)

Regional Public Transit Program

- ☐ Fresno Area Express
- ☐ Clovis Transit
- ☐ FCRTA
- ☐ PTIS/Transit Consolidation
- ☐ ADA/Seniors/Paratransit
- ☐ Farmworker Van Pools
- ☐ Car/Van Pools
- ☐ New Technology Reserve

Local Transportation Program

- ☐ Street Maintenance
- ☐ ADA Compliance
- ☐ Flexible Funding
- ☐ Pedestrian/Trails Urban
- ☐ Pedestrian/Trails Rural
- ☐ Bicycle Facilities
- ☐ Regional Transportation Program
- ☐ Fresno Airports

Alternative Transportation Program

- ☐ Rail Consolidation Subprogram

Environmental Enhancement Program

- ☐ School Bus Replacement
- ☐ Transit Oriented Infrastructure for In-Fill

Administrative/Planning Program

- ☐ Fresno COG

2. The _____ ("claimant") is an eligible claimant of funds for local
transportation purposes pursuant to California Public Utilities Code Section 142257.

3. The Fresno County Transportation Authority has adopted a Resolution of Apportionment for Fiscal Year 20__-20__ setting __. __% of the amount for the Subprogram or Category of funds checked above and available to the claimant. On behalf of claimant, I hereby request release of the funds to claimant in accordance with:

- (a) Monthly payments consistent with adopted percentage, based on actual receipts
- (b) Compliance with Steps 5 and 6 of the Local Agency Handbook – Local Agency Pass-Through Funding programs

4. On behalf of claimant, I hereby certify as follows:

- (a) That the Subprogram or Category of funds checked above are not being used to substitute for property tax funds which claimant had previously used for local transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257.
- (b) That claimant has segregated property tax revenues from claimant's other general fund revenues used to support the Subprogram or Category of funds checked above so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to claimant's entire general fund.
- (c) That claimant shall account for Subprogram or Category of checked above and received pursuant to Public Utilities Code Section 142257. Claimant shall maintain current records in accordance with generally accepted accounting principles, and shall separately record expenditures for each type of eligible purpose. Claimant shall make such records available to the Authority for inspection or audit at any time.

5. Claimant understands that should financial or compliance audit exceptions be found, the Fresno County Transportation Authority will take immediate steps to resolve the exceptions in accordance with its adopted procedures.

Claimant's Authorized Signature: _____

Title: _____

Date: _____

APPENDIX E

MEASURE “C” ENABLING LEGISLATION

A compilation of Senate Bill 878 (Chapter 301, Statutes of 1986), Senate Bill 685 (Chapter 474, Statutes of 2001) and Senate Bill 110 (Pending, in enrollment, 2005)

Public Utilities Code, Division 15, Section 142000 to 142277
Revenue and Taxation Code Sections 6, 8, 9, 10, 22, and 23

LEGISLATIVE COUNSEL'S DIGEST

SB 110, Florez. Fresno County Transportation Authority:

(1) The Fresno Transportation Improvement Act establishes the Fresno County Transportation Authority, which is authorized to impose a sales tax in Fresno County for up to 30 years for transportation purposes, subject to voter approval. Existing law specifies the wording of the proposition to be presented by the board of supervisors to voters in that regard.

This bill would delete the specific language for the proposition, and instead would require the language presented to the voters to include the nature of the tax to be imposed, the tax rate of maximum tax rate, the period during which the tax will be imposed, and the purposes for which the revenue from the tax will be used. The bill would authorize the board of supervisors to designate an agency to place the matter before the voters of Fresno County.

(2) Existing law provides that the authority shall consist of 7 members and authorizes the authority to amend the expenditure plan for the sales tax revenues by a majority vote.

This bill would expand the authority to 9 members and revise the composition of the authority. The bill would require the authority to establish a citizens oversight committee. The bill would modify the process for amending the expenditure plan to require approval of amendments by the board of supervisors and a majority of the cities in Fresno County constituting a majority of the county's incorporated population. The bill would thereby impose a state-mandated local program.

(3) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

DIVISION 15. FRESNO COUNTY TRANSPORTATION AUTHORITY

Chapter 1. General Provisions

142000. This division shall be known and may be cited as the Fresno County Transportation Improvement Act.

142001. The Legislature hereby finds and declares all of the following:

(a) In Fresno County, regional transportation improvements and local transportation improvements and services are an immediate high priority needed to resolve the county's transportation problems that threaten the economic viability and development potential of the county and adversely impact the quality of life therein.

(b) In order to deal in an expeditious manner with current and future transportation problems, the county needs to develop and implement a local funding program that goes significantly beyond current federal and state funding which is inadequate to resolve these problems.

(c) It is in the public interest to allow the voters of Fresno County to continue the Fresno County Transportation Authority so that local transportation decisions can be implemented in a timely manner to provide regional transportation improvements and to meet local transportation needs.

142002. It is the intent of the Legislature that funds generated pursuant to this division not replace property tax revenues which would otherwise be expended for roads and transportation purposes.

142003. This division shall be liberally construed in order to effectuate its purposes. No inadvertent error, irregularity, informality, or the inadvertent neglect or omission of any officer, in any procedure taken under this division, other than fraud, shall void or invalidate that proceeding or any levy imposed to finance highway improvements or local transportation needs.

142004. "Authority" means the Fresno County Transportation Authority created pursuant to this division in the County of Fresno.

142005. "Board of supervisors" means the Fresno County Board of Supervisors.

142006. "County" means the County of Fresno.

142007. "Fresno-Clovis Metropolitan Area" means that area within the adopted spheres of influence of the Cities of Fresno and Clovis, as approved and amended by the local agency formation commission.

142008. "Transportation planning agency" means the Council of Fresno County Governments or any other agency which may be designated by the Governor as responsible for regional transportation planning within the county to comply with federal and state requirements.

142009. If the electors do not approve the imposition of the one-half of 1 percent retail transactions and use tax this division is repealed as of the date that the county certifies the election results to the Secretary of State.

142010. The authority is terminated two years from the last day on which the transactions and use tax authorized by this division is collected and as of that date this division is repealed.

Chapter 2. Creation of the Authority

142050. The Fresno County Transportation Authority is hereby continued in the county, as originally created by this section.

142051. The authority shall consist of nine members selected as follows:

(a) Two members of the board of supervisors appointed by the board, consisting of one member from rural district 1, 4, or 5 and one member from urban district 2 or 3.

(b) Two 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.

(c) One member representing the City of Clovis appointed by the city council of that city.

(d) Two members representing the other cities within the county, consisting of one Westside member appointed by a committee comprised of the mayor or each of those cities west of State Highway Route 99, and one eastside member appointed by a committee comprised of the mayors of each of those cities east of State Highway Route 99.

(e) Two 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 city councils of Fresno and Clovis with the appointee residing within the incorporated area of Fresno or Clovis.

142052. (a) Except for the Mayor of the City of Fresno, the members of the authority shall serve for a term of two years.

(b) If any member other than the public member ceases to be an elected official, that member shall cease to be a member of the authority, and another member shall be appointed for the remainder of the term pursuant to Section 142051.

Chapter 3. Administration

142100. The authority, at its first meeting, and thereafter annually at the first meeting in January, shall elect a chairperson who shall preside at all meetings, and a vice chairperson who shall preside in his or her absence. In the event of their absence or inability to act, the members present, by an order entered into the minutes, shall select one of their members to act as chairperson pro tempore, who, while so acting, shall have all the authority of the chairperson.

142101. The authority shall adopt rules for its proceedings consistent with the law of the state.

142102. A majority of the members of the authority constitutes a quorum for the transaction of business, and all official acts of the authority require the affirmative vote of the majority of the members of the authority.

142103. The acts of the authority shall be expressed by motion, resolution, or ordinance.

142104. All meetings of the authority shall be conducted pursuant to Chapter 9 (commencing with Section 54950) of Part 1 of Division 2 of Title 5 of the Government Code.

142105. The authority shall do all the following:

(a) Adopt an annual budget.

(b) Adopt an administrative code, by ordinance, which prescribes the powers and duties of the authority officers, the method of appointment of the authority employees, and methods, procedures, and systems of operations and management of the authority.

(c) Cause a post audit of the financial transactions and records of the authority to be made at least annually by a certified public accountant.

(d) Appoint a policy advisory committee composed of one representative of each city in the county and one representative of the county. Each representative on the committee shall be an elected official. If a representative ceases to be an elected official, that representative shall cease to be a member of the committee, and another representative from that city or county, as the case may be, shall be appointed. No person shall serve on the authority and on the committee at the same time.

(e) Establish a citizens oversight committee with membership, method of appointment, roles, and responsibilities in accordance with and as defined in the initial expenditure plan prepared for the purposes of the extension of the retail transactions and use tax.

(f) Do any and all things necessary to carry out the purposes of this division.

142106. The authority may hire an independent staff of its own or contract with any department or agency of the United States or with any public agency to implement this division.

142107. The authority shall fix the compensation of its officers and employees.

142108. (a) Notice of the time and place of a public hearing on the adoption of the annual budget shall be published pursuant to Section 6061 of the Government Code not later than the 15th day prior to the day of the hearing.

(b) The proposed annual budget shall be available for public inspection at least 15 days prior to the hearing.

142109. (a) The authority shall rely, to the extent possible, on existing state, regional, and local transportation planning and programming data and expertise, rather than on a large duplicative staff and set of plans.

(b) The authority shall not expend more than 1 percent of the funds generated pursuant to this division in any year for salary and benefits of its staff.

Chapter 4. Powers and Functions

142150. The authority may adopt a seal and alter it at its pleasure.

142151. The authority may sue and be sued, except as otherwise provided by law, in all actions and proceedings, in all courts and tribunals of competent jurisdiction.

142152. All claims for money or damages against the authority are governed by Division 3.6 (commencing with Section 810) of Title 1 of the Government Code, except as provided therein, or by other statutes or regulations expressly applicable thereto.

142153. The authority may make contracts and enter into stipulations of any nature whatsoever, either in connection with eminent domain proceedings or otherwise, including, but not limited to, contracts and stipulations to indemnify and hold harmless, to employ labor, and to do all acts necessary and convenient for the full exercise of the powers granted in this division.

142154. The authority may contract with any department or agency of the United States, with any public agency, including, but not limited to, the Department of Transportation, the Council of Fresno County Governments, or any county, city, or district, or with any person upon any terms and conditions that the authority finds in its best interest.

142155. (a) Contracts for the purchase of services, supplies, equipment, and materials in excess of ten thousand dollars (\$10,000) shall be awarded to the lowest responsible bidder after competitive bidding, except in an emergency declared by the authority or by an executive committee to which the authority has delegated responsibility to make that declaration.

(b) If, after rejecting bids received under subdivision (a), the authority determines and declares that, in its opinion, the services, supplies, equipment, or materials may be purchased at a lower price on the open market, the authority may proceed to purchase these services, supplies, equipment, or materials in the open market without further observance of the provisions regarding contracts, bids, or advertisements.

Chapter 5. Transportation Coordination

142200. The authority shall consult with, and coordinate its actions to secure funding for the completion and improvement of the priority regional transportation improvements with the cities in the county, the board of supervisors, the Council of Fresno County Governments, and the Department of Transportation for the purpose of integrating its planned improvements with the other transportation improvement plans and operations of other transportation agencies impacting the county.

142201. The authority shall prepare and adopt an annual report each year on progress made to achieve the objective of improving transportation conditions related to priority regional transportation improvements and other local transportation needs.

Chapter 6. Transactions and Use Taxes

142250. (a) A retail transactions and use tax ordinance, applicable in the incorporated and unincorporated territory of the county may be imposed by the authority in accordance with Section 142262 of this code and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code, if two-thirds of the electors voting on the measure vote to approve the imposition of the tax at an election which shall be called for that purpose by resolution of the board of supervisors.

(b) The election shall be held in the November 2002 or a subsequent general election.

(c) The tax ordinance shall become operative as set forth in Section 142253. The tax ordinance shall specify the period, not to exceed 30 years, during which the tax is to be imposed. The tax may be terminated earlier if the conditions of Sections 142255, 142256, 142257, and 142260 have been met.

142251. The authority, in the retail transactions and use tax ordinance, shall state the nature of the tax to be imposed, shall provide the tax rate or rates or the maximum tax rate or rates, shall specify the purposes for which the revenue derived from the tax will be used, and may set a term, not to exceed 30 years, during which the tax may be imposed.

142252. (a) The county shall conduct an election called by the board of supervisors to implement this chapter pursuant to Section 142250, and the authority shall reimburse the county for the county's costs in conducting the election.

(b) The election shall be called and conducted in the same manner as provided by law for the conduct of elections by a county.

142253. Any retail transactions and use tax ordinance adopted pursuant to this chapter shall be operative on the first day of the first calendar quarter commencing more than 120 days after adoption of the ordinance.

142254. The revenues from the retail transactions and use taxes imposed pursuant to this chapter may be allocated by the authority for the administration of this division and for transportation improvement purposes, including administration of this division, legal actions related thereto, planning, environmental reviews, design, construction, and repair.

142255. A county transportation expenditure plan shall be prepared by the transportation planning agency for the expenditure of the revenues expected to be derived from the tax imposed pursuant to this chapter, together with other federal, state, and local funds expected to be available for transportation improvements, for the period during which the tax is to be imposed.

142256. (a) A county transportation expenditure plan shall not be adopted by the authority until it has received the approval of the board of supervisors and of the city councils representing both a majority of the cities in the county and a majority of the population residing in the incorporated areas of the county.

(b) The plan shall be adopted prior to the call of the election provided for in Section 142250.

142257. (a) The expenditure plan shall specify the amount and the formula by which the retail transactions and use tax shall be allocated to each city and the county for local transportation purposes determined to be priority projects by local governments to which funds are allocated.

For purposes of this subdivision, the population of the county is the population of the unincorporated area of the county.

(b) Prior to the authority allocating funds, each local government shall certify to the authority that the funds will not be substituted for property tax funds which are currently utilized to fund existing local transportation programs. If the local government is unable to segregate property tax revenues from other general fund revenues which cannot be so distinguished, substitution of funds from the authority for general funds is also prohibited.

(c) The authority shall require that local governments to which funds are allocated to separately account for those funds and maintain records of expenditures in accordance with administrative code requirements adopted by the authority.

142258. (a) Except as otherwise provided by Section 142260, the transportation planning agency may amend the expenditure plan. The transportation planning agency, at a minimum, shall review biennially and assess the needs for transportation improvements contained in the expenditure plan as specified in Section 142255. As part of this review and assessment, the transportation planning agency may solicit proposals for transportation improvements from the Department of Transportation and the cities and the county. The transportation planning agency shall adopt a procedure for evaluating these proposals in consultation with the Department of Transportation and the cities and the county.

(b) Based on the evaluation, the transportation planning agency shall prepare an updated plan for the expenditure of the revenues expected to be derived from the retail transactions and use tax imposed pursuant to this chapter, together with other federal, state, and local improvements, for the period during which the tax is imposed. The first five years of the plan shall be incorporated into the transportation planning agency's annual submission to the California Transportation Commission for the state transportation improvement program pursuant to Chapter 2.5 (commencing with Section 65080) of Division 1 of Title 7 of the Government Code.

(c) The expenditure plan shall also include projections of revenues likely to be available from other federal, state, and local funds expected to be available for expenditure plan transportation improvements for the period during which the tax is imposed.

(d) Before adoption of an expenditure plan, the transportation planning agency shall conduct public hearings on the plan.

142259. Amendments to the expenditure plan adopted pursuant to Section 142255 are to provide for the use of additional federal, state, and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. The transportation planning agency shall take all appropriate actions to give highest priority to the projects in the initial expenditure plan, and any amendments shall not delay or delete any project in the initial plan without the transportation planning agency holding a public hearing and documenting within the plan the reason why the amendments are being recommended to the authority and are necessary relative to conditions beyond control of the authority.

142260. (a) The authority may, by the affirmative vote of a majority of the members, approve the updated expenditure plan adopted pursuant to Section 142258.

(b) The authority may amend the expenditure plan adopted pursuant to Section 142258, if required, subject to all of the following conditions:

(1) The authority shall take all appropriate actions to give highest priority to the projects in the initial 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 that specifically detail the reason why the amendments are necessary relative to conditions beyond the control of the authority.

- (2) The authority shall notify the transportation planning agency, the board of supervisors, and the city council of each city in the county and provide them with a copy of the proposed amendments.
- (3) The amendment is approved by the board of supervisors.
- (4) The amendment is approved by a majority of the cities constituting a majority of the population residing in the incorporated areas of the county.
- (c) The proposed amendments shall become effective immediately upon completion of the approval process in subdivision (b).
- 142261.** If a retail transactions and use tax is adopted pursuant to this chapter, the authority shall prepare and submit a report to the Department of Transportation, to the board of supervisors, to the city council of each city in the county, and to the transportation planning agency, on or before each January 1 after taxes are imposed pursuant to this chapter. The report shall evaluate and report the progress made in implementing the expenditure plan during the preceding fiscal year.
- 142262.** The authority, subject to the approval of the voters, may impose the retail transactions and use tax at a maximum rate of one-half of 1 percent under this chapter and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code, and may state the maximum tax rate in terms of not to exceed one-half of 1 percent.
- 142263.** (a) The board of supervisors, or its designee, as part of the ballot proposition to approve the imposition of a retail transactions and use tax, shall seek authorization from the electors to issue bonds payable solely from the proceeds of the tax.
- (b) The maximum bonded indebtedness which may be authorized shall be an amount equal to the sum of the principal and interest on the bonds, not to exceed the estimated proceeds of the tax, for a period of not more than 30 years. The actual wording of the proposition on any short form of ballot card, label, or other device, regardless of the system of voting used, shall include all of the following:
- (1) The nature of the tax to be imposed.
 - (2) The tax rate or the maximum tax rate.
 - (3) The period during which the tax will be imposed.
 - (4) The purposes for which the revenue derived from the tax will be used.
- (c) The sample ballot to be mailed to the voters, pursuant to Section 13303 of the Elections Code, shall include the full proposition, and the voter information handbook shall include the entire expenditure plan adopted by the authority.
- 142264.** (a) The bonds authorized by the voters concurrently with the approval of the retail transactions and use tax may be issued by the authority at any time, and from time to time, payable solely from the proceeds of the tax. The bonds shall be referred to as "limited tax bonds."
- (b) The pledge of the tax to the limited tax bonds authorized under this chapter has priority over the use of any of the tax for pay-as-you-go financing, except to the extent that priority is expressly restricted in the resolution authorizing the issuance of the bonds.
- 142265.** Limited tax bonds shall be issued pursuant to a resolution adopted at any time by an affirmative vote of a majority of the members of the authority. Each resolution shall provide for the issuance of bonds in the amounts as may be necessary, until the full amount of the bonds authorized have been issued. The full amount of bonds may be divided into two or more series and different dates of payment fixed for the bonds of each series. A bond need not mature on its anniversary date.
- 142266.** (a) A resolution authorizing the issuance of limited tax bonds shall state all of the following:
- (1) The purpose for which the proposed debt is to be incurred, which may include all costs and estimated costs incidental to or connected with the accomplishment of those purposes, including, without limitation, engineering, inspection, legal, fiscal agents, financial consultant and other fees, bond and other reserve funds, working capital, bond interest estimated to accrue during the construction period and for a period not to exceed three years thereafter, and expenses of all proceedings for the authorization, issuance, and sale of the bonds.
 - (2) The estimated costs of accomplishing those purposes.
 - (3) The amount of the principal of the indebtedness.
 - (4) The maximum term that the bonds proposed to be issued shall run before maturity, which shall not be beyond the date of termination of the imposition of the retail transactions and use tax.
 - (5) The maximum rate of interest to be paid, which shall not exceed the maximum allowable by law.
 - (6) The denomination or denominations of the bonds, which shall not be less than five thousand dollars (\$5,000).
 - (7) The form of the bonds, including, without limitation, registered bonds and coupon bonds, to the extent permitted by federal law, and the form of any coupons to be attached thereto, the registration, conversion, and exchange privileges, if any, pertaining thereto, and the time when all of, or any part of, the principal becomes due and payable.
- (b) The resolution may also contain any other matters authorized by this chapter or any other provision of law.
- 142267.** The bonds shall bear interest at a rate or rates not exceeding the maximum allowable by law, payable semiannually, except that the first interest payable on the bonds, or any series thereof, may be for any period not exceeding one year, as determined by the authority.
- 142268.** In the resolution authorizing the issuance of the bonds, the authority may also provide for call and redemption of the bonds prior to maturity at the times and prices and upon other terms as specified. However, no bond is subject to call

or redemption prior to maturity unless it contains a recital to that effect or unless a statement to that effect is printed thereon.

142269. The principal of, and interest on, the bonds shall be payable in lawful money of the United States at the office of the auditor-controller-treasurer of the county and other places as may be designated by the authority.

142270. (a) The bonds, or each series thereof, shall be dated and numbered consecutively and shall be signed by the chairperson or vice chairperson of the authority and the auditor-controller-treasurer of the county, and the official seal of the authority shall be attached.

(b) The interest coupons of the bonds, if any, shall be signed by the auditor-controller-treasurer of the county.

(c) All signatures and the seal may be printed, lithographed, or mechanically reproduced, except that one of the signatures on the bonds shall be manually affixed.

(d) If any officer whose signature appears on the bonds or coupons ceases to be that officer before the delivery of the bonds, the officer's signature is as effective as if the officer had remained in office.

142271. The bonds may be sold as the authority determines by resolution. The authority may sell the bonds at a price below par, whether by negotiated or public sale.

142272. Delivery of any bonds may be made at any place either inside or outside the state, and the purchase price may be received in cash or bank credits.

142273. All accrued interest and premiums received on the sale of the bonds shall be placed in the fund to be used for the payment of principal of, and interest on, the bonds, and the remainder of the proceeds of the bonds shall be placed in the treasury of the authority and applied to secure the bonds or for the purposes for which the debt was incurred. However, when the purposes have been accomplished, any money remaining shall be either (a) transferred to the fund to be used for the payment of principal of, and interest on, the bonds or (b) placed in a fund to be used for the purchase of outstanding bonds of the authority from time to time in the open market at prices and in the manner, either at public or private sale or otherwise, as determined by the authority. Bonds so purchased shall be canceled immediately.

142274. (a) The authority may provide for the issuance, sale, or exchange or refunding bonds to redeem or retire any bonds issued by the authority upon the terms, at the times, and in the manner which it determines.

(b) Refunding bonds may be issued in a principal amount sufficient to pay all, or any part of, the principal of the outstanding bonds, the premium, if any, due upon call and redemption thereof prior to maturity, all expenses of the funding, and either of the following:

(1) The interest upon the refunding bonds from the date of sale thereof to the date of payment of the bonds to be refunded out of the proceeds of the sale of the refunding bonds or to the date upon which the bonds to be refunded will be paid pursuant to call or agreement with the holders of the bonds.

(2) The interest upon the bonds to be refunded from the date of sale of the refunding bonds to the date of payment of the bonds to be refunded or to the date upon which the bonds to be refunded will be paid pursuant to call or agreement with the holders of the bonds.

(c) The provisions of this chapter for the issuance and sale of bonds apply to the issuance and sale of refunding bonds.

142275. (a) The authority may borrow money in anticipation of the sale of bonds which have been authorized pursuant to this chapter, but which have not been sold and delivered, and may issue negotiable bond anticipation notes therefore and may renew the bond anticipation notes from time to time. However, the maximum maturity of any bond anticipation notes, including the renewals thereof, shall not exceed five years from the date of delivery of the original bond anticipation notes.

(b) The bond anticipation notes, and the interest thereon, may be paid from any money of the authority available therefore, including the revenues from the retail transactions and use taxes imposed pursuant to this chapter. If not previously otherwise paid, the bond anticipation notes, or any portion thereof, or the interest thereon, shall be paid from the proceeds of the next sale of the bonds of the authority in anticipation of which the notes were issued.

(c) The bond anticipation notes shall not be issued in any amount in excess of the aggregate amount of bonds which the authority has been authorized to issue less the amount of any bonds of the authorized issue previously sold, and also less the amount of other bond anticipation notes therefore issued and then outstanding. The bond anticipation notes shall be issued and sold in the same manner as the bonds.

(d) The bond anticipation notes and the resolutions authorizing them may contain any provisions, conditions, or limitations which a resolution of the authority authorizing the issuance of bonds may contain.

142276. Any bonds issued under this chapter are legal investments for all trust funds; for the funds of insurance companies, commercial and savings banks, and trust companies; and for state school funds; and whenever any money or funds may, by any law now or hereafter enacted, be invested in bonds of cities, counties, school districts, or other districts within the state, that money or funds may be invested in the bonds issued under this chapter; and whenever bonds of cities, counties, school district, or other districts within the state may, by any law now or thereafter enacted, be used as security for the performance of any act or the deposit of any public money, the bonds issued under this chapter may be so used. The provisions of this chapter are in addition to all other laws relating to legal investments and shall be controlling as the latest expression of the Legislature with respect thereto.

142277. Any action or proceeding wherein the validity of the adoption of the retail transactions and use tax ordinance provided for in this chapter, or the issuance of any bonds there under, or any of the proceedings in relation thereto, is contested, questioned, or denied, shall be commenced within six months from the date of the election at which the

ordinance is approved; otherwise, the bonds and all proceedings in relation thereto, including the adoption and approval of the ordinance, shall be held to be valid and in every respect legal and incontestable.

SEC. 5. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district are the result of a program for which legislative authority was requested by that local agency or school district, within the meaning of Section 17556 of the Government Code and Section 6 of Article XIII B of the California Constitution. *[note: repeats Section 23]*

7252.8. "Districts," as used in this part, also means a county transportation authority or the Metropolitan Transportation Commission if authorized to impose transactions and use taxes pursuant to this part.

SEC. 6.

7252.10. "District," as used in this part, also means the Fresno County Transportation Authority, if authorized to impose transactions and use taxes pursuant to this part. This section shall remain in effect as long as Division 15 (commencing with Section 142000) of the Public Utilities Code remains in effect, but shall be repealed upon the repeal of that division.

SEC. 7. - Deleted

SEC. 8. If any provision of this act or the application thereof to any circumstances is held unconstitutional, that decision shall not affect other provisions or applications of the act which can be given effect without the invalid provision or application and to this end, the provisions of this act are severable. The Legislature hereby declares that it would have passed this act, and each portion thereof, irrespective of the fact that any other portion be declared unconstitutional.

SEC. 9. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act and because this act is in accordance with the request of a local agency or school district which desired legislative authority to carry out the program specified in this act.

SEC. 10. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The facts constituting the necessity are: In order to assure the development of traffic and transportation projects and to clarify what fees a court may order persons to pay who are ordered to attend schools for traffic violators or driving schools, it is necessary that the act take effect immediately.

SEC. 22. If any provision of this act or the application thereof to any circumstances is held unconstitutional, that decision shall not affect other provisions or applications of the act which can be given effect without the invalid provision or application and to this end, the provisions of this act are severable. The Legislature hereby declares that it would have passed this act, and each portion thereof, irrespective of the fact that any other portion be declared unconstitutional.

SEC. 23. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district are the result of a program for which legislative authority was requested by that local agency or school district, within the meaning of Section 17556 of the Government Code and Section 6 of Article XIII B of the California Constitution.

APPENDIX F

GUIDELINES FOR LOCAL TRANSPORTATION PURPOSES

FLEXIBLE EXPENDITURES

I. Streets and Roads Purposes

a. Construction Categories and Examples

The following are examples of types of work included in street and road construction:

- The removal of old street and roadbeds and structures, and detour expense when connected with a construction project
- Change of alignment, profile, and cross-section
- Addition of a frontage street or road
- Original surfacing of shoulders
- The installation of original traffic signs and markers on routes
- Earthwork protective structures within or adjacent to the right of way area
- A complete reconstruction or an addition to a culvert
- Reconstruction of an existing bridge or installation of a new bridge
- Widening of a bridge
- Installations or extensions of curb, gutter, sidewalks or underdrain
- Extensions and new installations of walls
- Reconstruction of an intersection and approximate approaches to a substantially higher type involving a change in its character and layout including changes from a plain intersection to a major channelized intersection or to a grade separation and ramps
- Placing sufficient new material on soil surface or gravel street or road to substantially improve the quality of the original surface
- Improvement of a surface to a higher type
- Bituminous material of 1" or more placed on bituminous or concrete material. A lesser thickness may be considered construction provided the engineer shall certify that the resulting pavement is structurally adequate to serve anticipated traffic
- Remix existing bituminous surfacing with added materials to provide a total thickness of 1" or more. A lesser thickness may be considered construction provided the engineer shall certify that the resulting pavement is structurally adequate to serve anticipated traffic
- Stabilization of street or road base by additive, such as cement, lime or asphaltic material
- Widening of existing street or roadbed or pavement, with or without resurfacing
- Addition or auxiliary lanes such as speed change, storage, or climbing lanes
- Resurfacing, stabilizing or widening of shoulders including necessary connections to side street or road approaches
- Installation or addition to landscape treatment such as sod, shrubs, trees, irrigation, etc.
- Extending old culverts and drains and replacing headwalls
- Replacement of bridge rails and floors to a higher standard
- Replacement of retaining walls to a higher standard
- Replacement of all major signs or traffic control devices on a street or road
- The installation of a new sign or the replacement of an old sign with one of superior design such as increased size, illumination, or overhead installation
- Installation or improvement of traffic signal controls at intersections and protective devices at railroad grade crossings
- Installation or expansion of street or road lighting system

- Replacement in kind, when legally required, of structures, which are required to be relocated for street and road purposes
 - Undergrounding of utility lines
 - Construction of bikeways when they are an integral part of the Public Streets and Highways System
 - Extension or new installation of guardrail, fences, raised medians or barriers for traffic safety
 - Initial painting, rearrangement, or repainting to a higher standard of pavement striping and markings
 - Construction of pedestrian underpasses or overhead crossings for the general public use
 - The purchase and installation of traffic signal control equipment is eligible as a construction item. This includes traffic actuated equipment, radio or other remote control devices and related computers and the portion of preemption equipment not mounted on motor vehicles
 - Construction of drainage facilities which are required to drain roads and streets are eligible as a construction item. For this purpose, those portions of the drainage system listed below may be financed with such funds:
 - Cross culverts regardless of angle of crossing
 - Storm drains, culverts, or drainage channels, which are required to be constructed or reconstructed by improvement of the roadway
 - Longitudinal storm drains or other longitudinal culverts, including manholes
 - Cross or longitudinal gutters at intersections
 - Catch basins and related pipes. The term "catch basin" shall include outlet structures or curb openings. Eligible "catch basin" must be located within the road or street system rights-of-way, or as close to the curb return joining the road or street system as practicable considering the location of obstructions and/or hydraulic considerations
 - Purchase of right of way for streets or road purposes may be made. Funds may also be expended for relocation expenses necessitated by right-of-way acquisitions in accordance with Sections 7260-7274 of the Government Code
- b. Maintenance categories and examples
- The following are examples of types of work included in street and road maintenance:
- Scarifying, reshaping and restoring material losses
 - Applying dust palliatives
 - Patching, repairing, surface treating, and joint filling on bituminous or concrete surfaces
 - Jacking concrete pavements
 - Repair of traveled way and shoulders
 - Bituminous material of less than 1" added to bituminous material including seal coats
 - Remix existing bituminous surfacing with added materials to provide a total thickness of less than 1"
 - Patching operations including base restoration
 - Resealing street or road shoulders and side street and road approaches
 - Reseeding and resodding shoulders and approaches
 - Reshaping of drainage channels and side slopes
 - Restoration of erosion controls
 - Cleaning culverts and drains
 - Removing slides and restoring facilities damaged by slides
 - Mowing, tree trimming and watering

- Replacing top soil, sod, shrubs, trees, irrigation facilities, etc. on street and roadside
- Repairing curb, gutter, rip-rap, underdrain and culverts, and drains
- Cleaning, painting and repairing bridges and structures
- All snow control operations such as erection of snow fences and the actual removal of snow and ice from the traveled way
- Repainting of pavement, stripings and markings to the same standards
- Repainting and repairing of signs, guardrails, traffic signals, lighting standards, etc.
- Servicing lighting systems and street or road traffic control devices
- Furnishing of power for street or road lighting and traffic control devices
- Increased litter abatement activities in accordance with Amendment #5 to the Expenditure Plan

2. Public Transportation Purposes

- a. The following are examples of public transportation systems projects:
 - Acquisition of real property
 - Construction of facilities and buildings
 - Purchase and replacement of vehicles (including those usable by handicapped persons)
 - System administration, operation, maintenance, and repair. For such purposes the following expenses are allowable:
 - Administration - costs for policy determination, general management, accounting services, sale of tokens and passes, printing and distributing route information, management transportation and travel expense, etc.
 - Operations - all activities relating to carrying of passengers including dispatching of buses or trains; passenger census for scheduling purposes, supervision of drivers, scheduling of drivers and vehicles and the direct supervision of operations activities
 - Maintenance and Repair - maintenance and repair of vehicles, including revenue, service, maintenance and administration vehicles. Also, maintenance and repair of equipment, buildings and facilities related to the transit system including tracks, tunnels, bridges, grade separations, subways, maintenance and administration buildings, etc.
 - Planning and contributions to the transportation planning process:
 - The term "transportation planning process" has reference to that joint effort of all governmental agencies with transportation responsibilities within a given region or metropolitan area by which plans are developed in a continuing and coordinated manner and which is documented annually by the adoption of an annual work program evidencing the respective contributions in moneys and staff time of the respective agencies to that effort
 - Payment for any of which purposes may take the form of direct expenditures or payment of principal and interest on equipment trust certificates, bonded or other indebtedness, or any amounts in accomplishment of a defeasance of any outstanding revenue bond indenture

When Measure C funds are to be used in concert with Transportation Development Act (TDA) monies, all applicable statutes and administrative codes (as published by Caltrans) must also apply to the Measure C funds. This would include such requirements as farebox recovery requirements and using the Uniform System of Accounts and Records adopted by the State Controller pursuant to Section 99243 of the Public Utilities Code

- b. Aid to public transportation research and demonstration projects

3. Bicycle and Pedestrian Facilities and Program Purposes

- a. Construction of facilities, including related engineering expenses, intended for the exclusive use of pedestrians and bicycles. Examples of facilities include, but are not limited to:
 - New bikeways serving major transportation corridors
 - Secure bicycle parking at employment centers
 - Secure bicycle parking at employment centers
 - Park-and-ride lots
 - Transit terminals
- b. Maintenance of bikeways, which are closed to motorized traffic
- c. The funding of bicycle safety education programs

4. Airport Improvement and Aviation Program Purposes

Examples of eligible projects include:

- a. Airport Marking Systems - Purchase and installation of segmented circles, airport markings, wind socks, traffic pattern indicators, wind tees and tetrahedrons
- b. Bond Servicing - Servicing of revenue or general obligation bonds issued to finance capital improvement projects for airport and aviation purposes. Bond servicing means the payment of interest and of underwriting fees. Bond servicing includes the payment of principal debt.
- c. Fencing - Purchase and installation of airport perimeter fencing and, for general aviation purposes, air side fencing
- d. Lighting - Purchase and installation of airport lighting equipment to meet general aviation needs
- e. Navigation Aids - Fixed electronic or visual devices designed to assist the pilot of an aircraft to determine his location and flight path. Navigation aids include, but are not limited to, rotating beacons and approach aids such as localizer transmitters, approach lights, runway end identifier lights, and visual approach slope indicators (VASI)
- f. Noise Monitoring - Purchase and installation of noise monitoring equipment to meet general aviation needs
- g. Obstruction/Hazard Removal - Removal of obstructions from runway safety areas, clear zones, or approach surfaces as defined in Federal Aviation Regulations Part 77, and removal of obstructions that penetrate the other imaginary surfaces specified in Federal Aviation Regulations Part 77, if they have been determined by the Federal Aviation Administration (FAA) or the department to constitute a hazard
- h. Parking and Tiedown - Construction and reconstruction of aircraft parking and tiedown areas to meet general aviation needs, including grading and drainage
- i. Project Services - Project services include services provided by appraisers, architects, engineers, environmentalists, and science-oriented services necessary to accomplish required environmental documentation, airport design, contract drawings, plans and specifications, preliminary studies, reports and drawings, soils investigation, mapping, construction staking and testing, land surveys and project inspections
- J. Property Acquisition - Real property acquisition costs include appraisal and escrow fees, but do not include legal or administrative costs. Real property may be acquired for the following purposes:
 - Avigation Easements. Acquisition of interests in airspace as may be reasonably required for safeguarding aircraft operations in the vicinity of an aircraft landing facility
 - Clear Zones. Acquisition of property interest in "runway clear zones" as defined and provided for in Federal Aviation Regulations Part 152
 - Land Acquisition. Land acquisition must be for the development and improvement of general aviation airports. Land may be acquired for:

- Airport drainage, airport encroachment protection (maximum rectangular area extending 2,200 feet beyond runway end and 250 feet on either side of runway centerline), air side use (runways, taxiways, ramps, airplane loading areas, hangars, safety purposes), meeting airport permit conditions, navigation aids, and overrun protection (maximum rectangular area extending 1,000 feet beyond runway end and 250 feet on either side of runway centerline)
 - k. Radio Communication Equipment - Purchase and installation of aviation radio communication equipment and facilities which remain under sponsor operation and control
 - l. Runways and Taxiways - Construction and reconstruction of runways and taxiways including grading and drainage
 - m. Service Roads - Roads closed to the public, which are for the purpose of providing access for emergency vehicles, airport service vehicles, and vehicles authorized by airport management
 - n. Surfacing - Runway, taxiway, and aircraft parking surfacing to general aviation standards, including seal coats
 - o. Water and Sanitary Systems - Water supply or sanitary disposal systems for airport use
5. Rail Facility and Service Purposes
- a. Payments to the National Railroad Passenger Corporation (AMTRAK) for passenger rail service under Section 403(b) of the Federal Rail Passenger Service Act (45 USC Section 563(b))
 - b. Payments to a railroad corporation subject to the jurisdiction of the Public Utilities Commission (PUC) and engaged in the transportation of persons, as defined in Section 208 of the PUC, for operating losses incurred in such transportation of persons between points within the city and county, as the case may be, and for that portion of the operating losses incurred in such transportation of persons in the city and county, as the case may be, whose origin or destination, or both, are outside the city and county
 - c. Contracts negotiated by a city or county with the appropriate railroad corporation to provide passenger rail service, which is to be primarily operated within its jurisdiction. Adjacent cities or counties may jointly negotiate and contract with the appropriate railroad corporation to provide passenger rail service, which is to be primarily operated within their jurisdictions.
 - d. Any county or city may enter into an agreement with the Department of Transportation for the extension of passenger rail services, or the upgrading of other commuter rail services, for all or a portion of its required contribution toward the cost of providing such services
 - e. Intermodal passenger facilities for connection with a railroad line and interfacing with other modes of transportation
 - f. Abandoned railroad rights-of-way acquisition when such acquisition is proposed to be used for a transportation purpose
 - g. Grade separations
6. Administration and Planning
- a. Administration - costs for policy determination, general management, accounting services, travel expense, etc.
 - b. Planning and contributions to the transportation planning process
 - The term "transportation planning process" has reference to that joint effort of all governmental agencies with transportation responsibilities within a given region or metropolitan area by which plans are developed in a continuing and coordinated manner and which is documented annually by the adoption of an annual work program evidencing the respective contributions in moneys and staff time of the respective agencies to that effort

APPENDIX G

SHORT-TERM REGIONAL TRANSPORTATION PROGRAM - PROJECT SEGMENT DETAIL SHEETS

Short-Term Regional Transportation Program

URBAN PROJECT A1 SR 180 EAST CLOVIS AVE. TO TEMPERANCE AVE.

Planned Improvement: 4 Lane Freeway Extension on 6 Lane Right-of-Way
Inflated Cost: \$107.710 million
Year of Completion: 2009 - COMPLETED
Regional Priority: N/A
Responsible Agency: Caltrans



Revision Date: April 10, 2013

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering *1																					
Right-of-Way *2																					
Construction *3	Prior	2008/09	\$21.270	\$79.500	\$6.940																\$107.710
TOTAL COST			\$21.270	\$79.500	\$6.940																\$107.710
FUNDING PROGRAM																					
Measure "C" Extension			\$3.010	\$24.572																	\$27.582
STIP			\$5.700	\$47.488	\$6.940																\$60.128
Other State			\$12.560	\$7.440																	\$20.000
TOTAL FUNDING			\$21.270	\$79.500	\$6.940																\$107.710 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT B2 SR 180 WEST MARKS AVE. TO HUGHES-WEST AVE. CONNECTOR

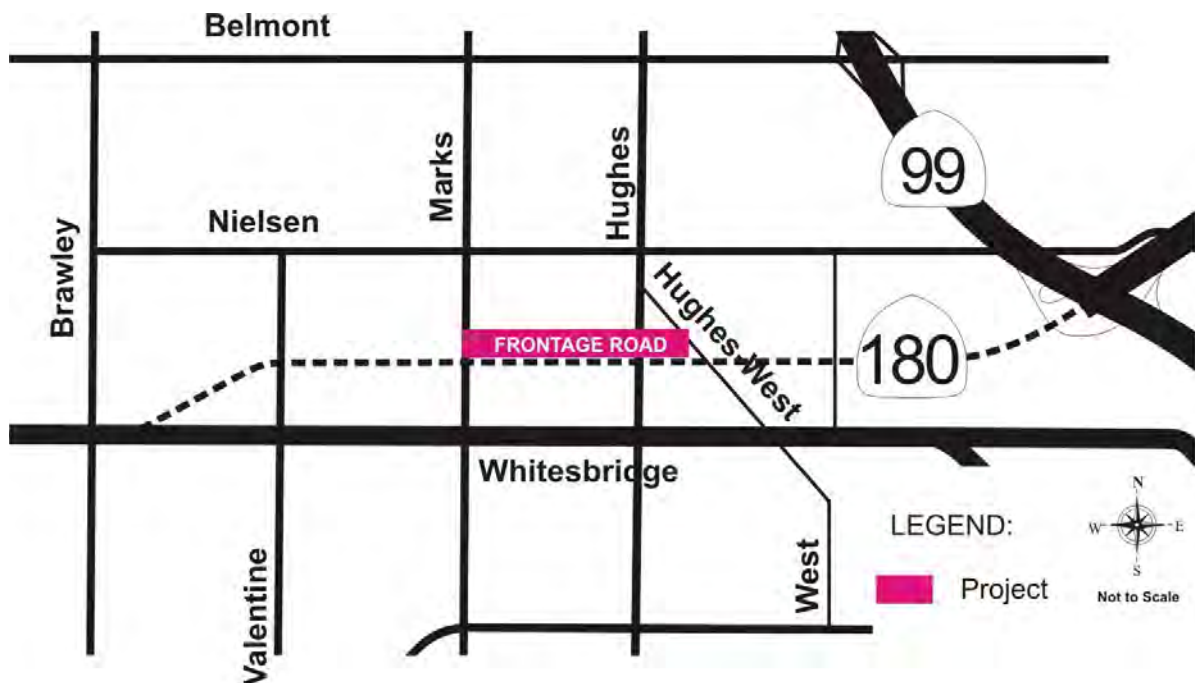
Planned Improvement: Construct Frontage Road, Realign Ronquio Boulevard & Install Traffic Signal

Inflated Cost: \$6.397 million

Year of Completion: 2013 - COMPLETED

Priority Number: N/A

Responsible Agency: City of Fresno



Revision Date: January 23, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering *1	2008/09	2008/09			\$0.335																\$0.335
Right-of-Way *2	2009/10	2009/10				\$2.758															\$2.758
Construction *3	2012/13	2012/13							\$3.304												\$3.304
TOTAL COST					\$0.335	\$2.758			\$3.304												\$6.397
FUNDING PROGRAM																					
Measure "C" Extension					\$0.335				\$1.652												\$1.987
SLPP									\$1.652												\$1.652
RTMF Loan Measure						\$2.758															\$2.758
TOTAL FUNDING					\$0.335	\$2.758			\$3.304												\$6.397 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

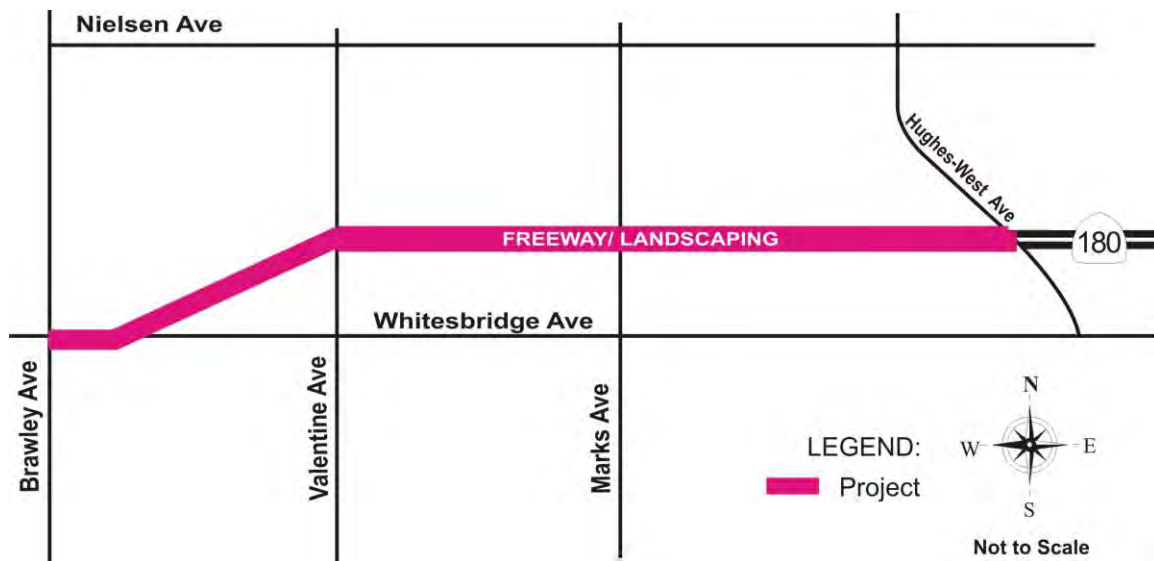
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT B3 SR 180 WEST BRAWLEY AVE. TO HUGHES-WEST AVE. CONNECTOR

Planned Improvement: Install Landscaping
Inflated Cost: \$6.045 million
Year of Completion: 2021
Priority Number: N/A
Responsible Agency: Caltrans



Revision Date: January 23, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering *1	2011/12	2014/15							\$0.166	\$0.374	0.245										\$0.785
Right-of-Way *2	2012/13	2013/14								\$0.010											\$0.010
Construction *3	2020/21	2020/21															\$5.250				\$5.250
TOTAL COST									\$0.166	\$0.384	\$0.245						\$5.250				\$6.045
FUNDING PROGRAM																					
Measure "C" Extension																	\$0.550				\$0.550
STIP									\$0.166	\$0.384	\$0.245						\$4.700				\$5.495
TOTAL FUNDING									\$0.166	\$0.384	\$0.245						\$5.250				\$6.045 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

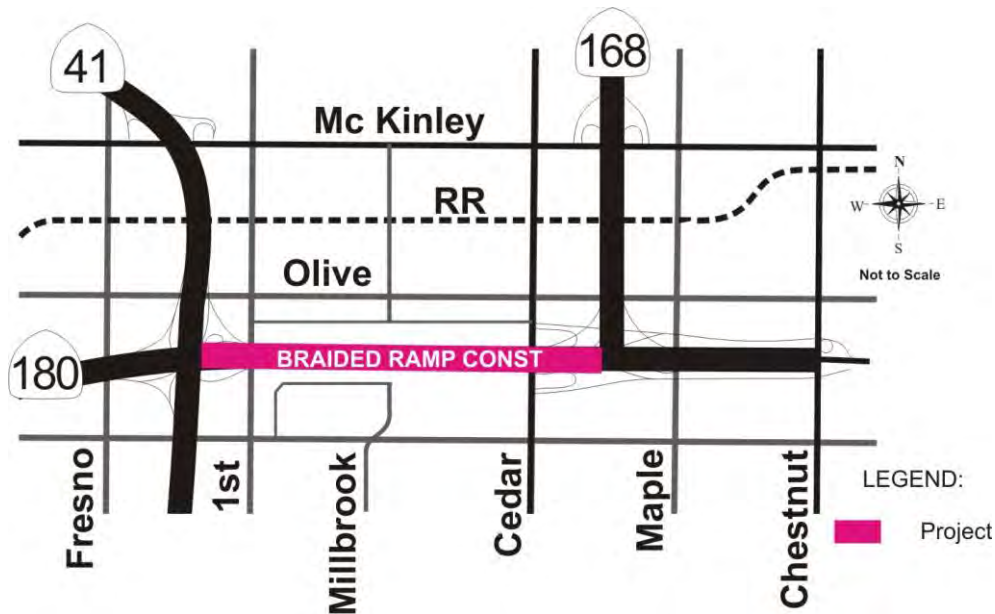
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT C SR 41, SR 168, & SR 180 BRAIDED RAMPS

Planned Improvement: Construct Braided Ramps
Inflated Cost: \$66.938 million
Year of Completion: 2017
Priority Number: 4
Responsible Agency: Caltrans



Revision Date: January 23, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering *1	2010/11	2016/17					\$4,100		\$0.890				\$0.275								\$5,265
Right-of-Way *2	2010/11	2012/13					\$0.100		\$0.010												\$0.110
Construction *3	2010/11	2013/14					\$55,963			\$5,600											\$61,563
TOTAL COST							\$60,163		\$0.900	\$5,600			\$0.275								\$66,938
FUNDING PROGRAM																					
Prior Measure "C"							\$2,000						\$0.275								\$2,275
RTMF							\$3,163		\$0.900	\$5,600											\$9,663
Other State							\$55,000														\$55,000
TOTAL FUNDING							\$60,163		\$0.900	\$5,600			\$0.275								\$66,938 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D1 WILLOW AVE. SHEPHERD AVE. TO COPPER AVE.

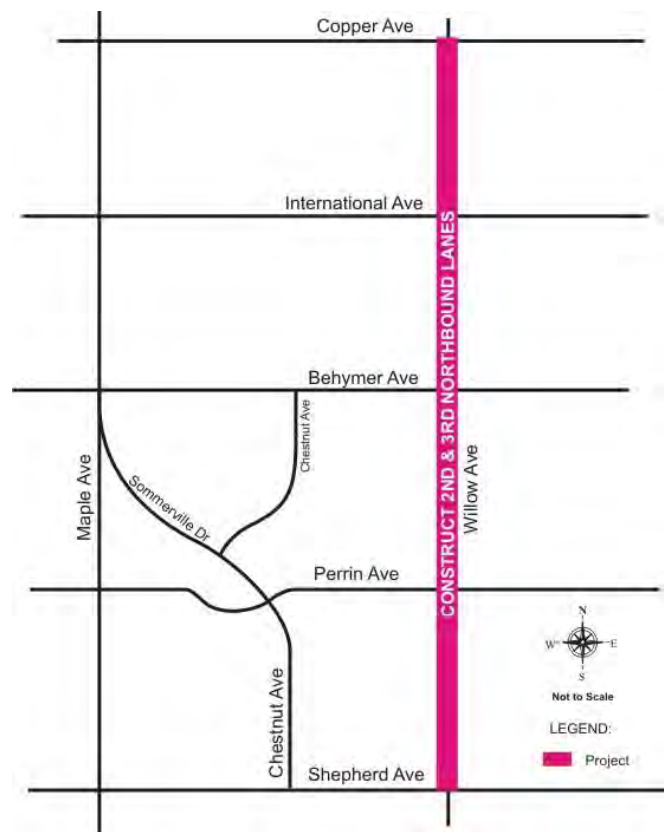
Planned Improvement: Construct 2nd & 3rd Northbound Lanes & Install Concrete Median, Curb & Gutter, Landscaping, Irrigation System & Traffic Signal at Perrin Avenue

Inflated Cost: \$10.263 million

Year of Completion: 2018

Priority Number: 3

Responsible Agency: City of Clovis



Revision Date: January 24, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering ^{*1}	2014/15	2014/15									\$0.628										\$0.628
Right-of-Way ^{*2}	2015/16	2015/16										\$2.018									\$2.018
Construction ^{*3}	2015/16	2017/18										\$6.261		\$1.356							\$7.617
TOTAL COST											\$0.628	\$8.279		\$1.356							\$10.263
FUNDING PROGRAM																					
Measure "C" Extension											\$0.628	\$6.035									\$6.663
SLPP												\$2.244		\$1.356							\$3.600
TOTAL FUNDING											\$0.628	\$8.279		\$1.356							\$10.263 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D2 WILLOW AVE. TEAGUE AVE. TO SHEPHERD AVE.

Planned Improvement: Construct Outside Travel Lane on East Side of Roadway & Install Median, Curb & Gutter, Landscaping & Irrigation

Inflated Cost: \$.763 million

Year of Completion: 2010 - COMPLETED

Priority Number: 3

Responsible Agency: Cities of Fresno/Clovis



Revision Date: January 24, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering ^{*1}	Prior	Prior	\$0.056																		\$0.056
Right-of-Way ^{*2}	Prior	Prior	\$0.320																		\$0.320
Construction ^{*3}	2009/09	2009/10				\$0.387															\$0.387
TOTAL COST			\$0.376			\$0.387															\$0.763
FUNDING PROGRAM																					
Measure "C" Extension						\$0.310															\$0.310
Local Development Fees			\$0.376			\$0.077															\$0.453
TOTAL FUNDING			\$0.376			\$0.387															\$0.763 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D2A WILLOW AVE. WILLOW AVE. & SHEPHERD AVE. INTERSECTION

Planned Improvement: Install Traffic Signal and Improve Intersection
Inflated Cost: \$2.446 million
Year of Completion: 2010 - COMPLETED
Priority Number: 3
Responsible Agency: City of Fresno/City of Clovis



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering ^{*1}	Prior	Prior	\$0.236																		\$0.236
Right-of-Way ^{*2}	Prior	Prior	\$0.399																		\$0.399
Construction ^{*3}	2009/10	2009/10				\$1.811															\$1.811
TOTAL COST			\$0.635			\$1.811															\$2.446
FUNDING PROGRAM																					
Measure "C" Extension						\$0.353															\$0.353
Federal Aid			\$0.434			\$1.347															\$1.781
Other Local			\$0.201			\$0.111															\$0.312
TOTAL FUNDING			\$0.635			\$1.811															\$2.446 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D3 WILLOW AVE. ALLUVIAL AVE. TO 1/8 MILE NORTH OF ALLUVIAL AVE.

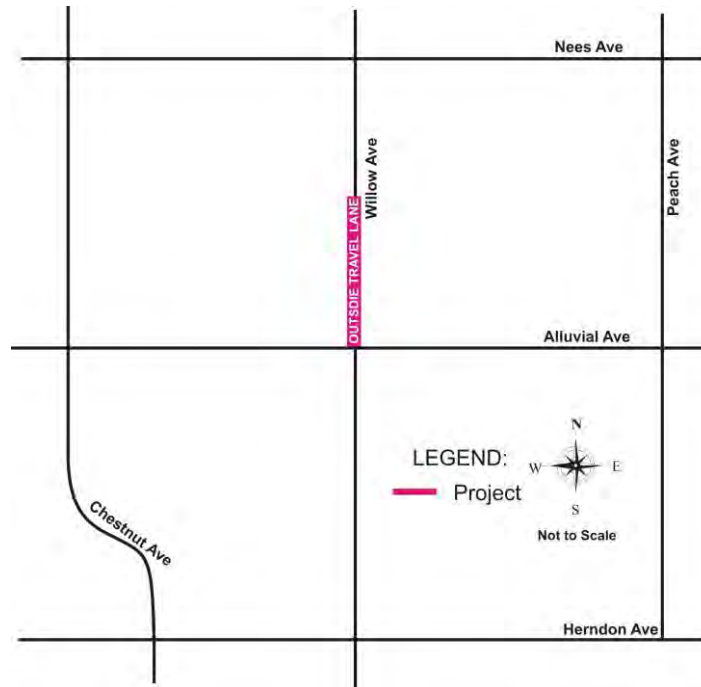
Planned Improvement: Construct Outside Travel Lane on East Side of Roadway &
Install Curb & Gutter, Sidewalk, Street Lights, Median Curb &
Landscaping

Inflated Cost: \$0.693 million

Year of Completion: 2013 - COMPLETED

Priority Number: 3

Responsible Agency: City of Clovis



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering *1	2011/12	2011/12						\$0.111													\$0.111
Right-of-Way *2	2011/12	2011/12						\$0.203													\$0.203
Construction *3	2012/13	2012/13							\$0.379												\$0.379
TOTAL COST								\$0.314	\$0.379												\$0.693
FUNDING PROGRAM																					
Measure "C" Extension								\$0.251	\$0.319												\$0.570
Federal Aid								\$0.063	\$0.060												\$0.123
TOTAL FUNDING								\$0.314	\$0.379												\$0.693 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D4A WILLOW AVE. TEAGUE AVE. TO SHEPHERD AVE.

Planned Improvement: Construct Southbound Lane on West Side of Roadway & Install Median, Curb & Landscaping

Inflated Cost: \$.193 million

Year of Completion: 2009 - COMPLETED

Priority Number: 3

Responsible Agency: City of Fresno/City of Clovis



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																		TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24		
Preliminary Engineering *1																						
Right-of-Way *2																						
Construction *3	2008/09	2008/09			\$0.193															\$0.193		
TOTAL COST					\$0.193															\$0.193		
FUNDING PROGRAM																						
Measure "C" Extension					\$0.193															\$0.193		
TOTAL FUNDING					\$0.193															\$0.193 M		

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

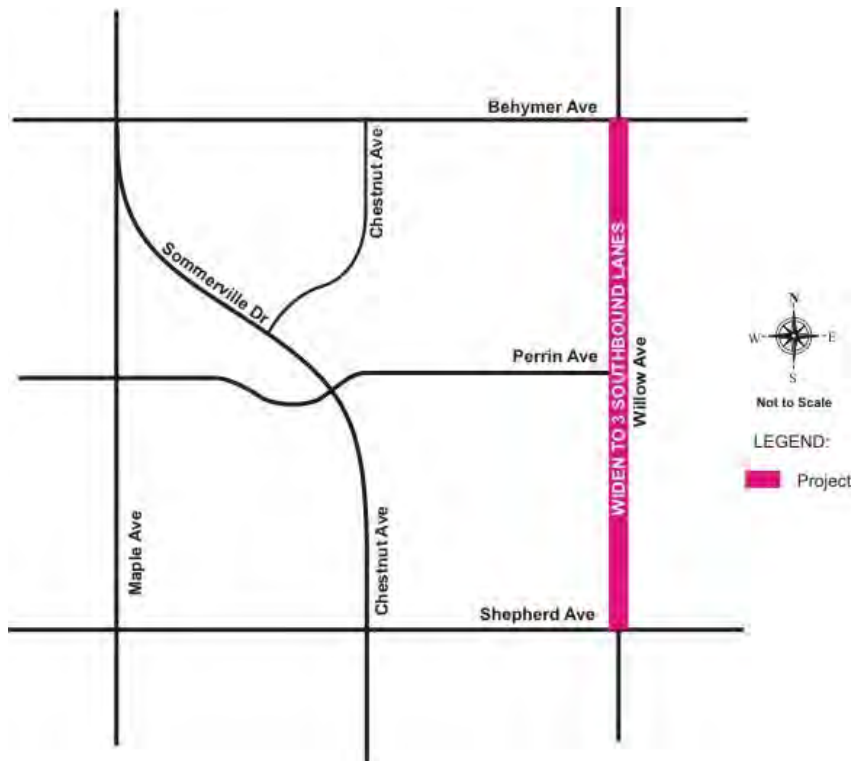
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D4B WILLOW AVE. SHEPHERD AVE. TO BEHYMER AVE.

Planned Improvement: Widen to 3 Southbound Lanes
Inflated Cost: \$2.864 million
Year of Completion: 2009 - COMPLETED
Priority Number: 3
Responsible Agency: City of Fresno



Revision Date: January 24, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering *1	2008/09	2008/09			\$0.213																\$0.213
Right-of-Way *2																					
Construction *3	2008/09	2008/09			\$2.651																\$2.651
TOTAL COST					\$2.864																\$2.864
FUNDING PROGRAM																					
Measure "C" Extension					\$2.246																\$2.246
Local Development Fees					\$0.618																\$0.618
TOTAL FUNDING					\$2.864																\$2.864 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D5 WILLOW AVE. DECATUR AVE. TO SHEPHERD AVE.

Planned Improvement: Widen to 3 Southbound Lanes
Inflated Cost: \$3.900 million
Year of Completion: 2011 - COMPLETED
Priority Number: 3
Responsible Agency: City of Fresno



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering ^{*1}	Prior	Prior	\$0.290																		\$0.290
Right-of-Way ^{*2}	2009/10	2009/10				\$0.441															\$0.441
Construction ^{*3}	2010/11	2010/11					\$3.169														\$3.169
TOTAL COST			\$0.290			\$0.441	\$3.169														\$3.900
FUNDING PROGRAM																					
Measure "C" Extension						\$0.072	\$1.269														\$1.341
Federal Aid			\$0.290			\$0.369	\$1.900														\$2.559
TOTAL FUNDING			\$0.290			\$0.441	\$3.169														\$3.900 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

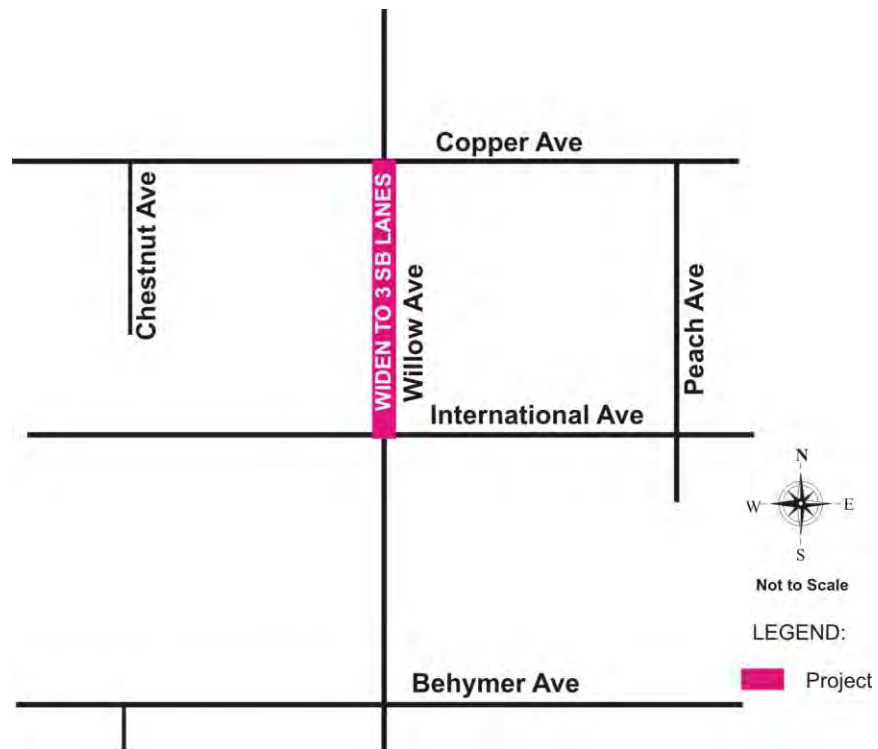
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D6 WILLOW AVE. INTERNATIONAL AVE. TO COPPER AVE.

Planned Improvement: Widen to 3 Southbound Lanes
Inflated Cost: \$.783 million
Year of Completion: 2026
Priority Number: 3
Responsible Agency: City of Fresno



Revision Date: October 13, 2015

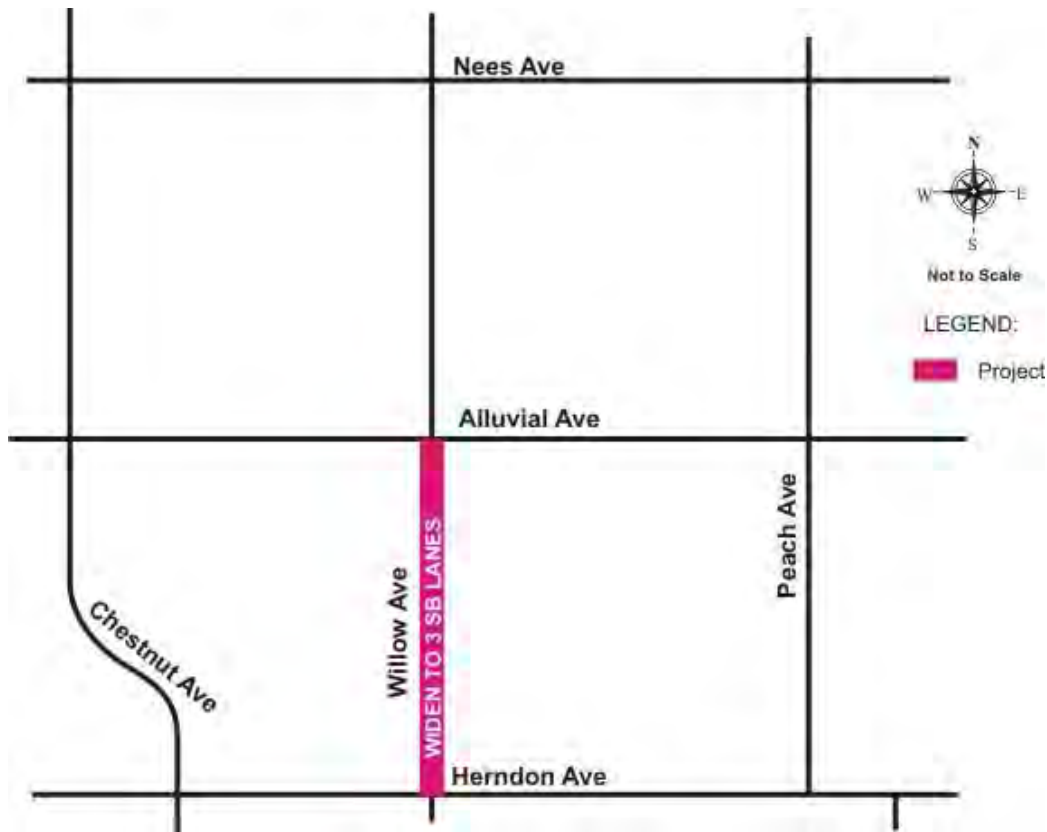
Project Schedule/Cost Estimates/Funding Program:

To be determined.

Short-Term Regional Transportation Program

URBAN PROJECT D7 WILLOW AVE. HERNDON AVE. TO ALLUVIAL AVE.

Planned Improvement: Widen to 3 Southbound Lanes
Inflated Cost: \$1.115 million for Preliminary Engineering and ROW only
Year of Completion: 2027
Priority Number: 3
Responsible Agency: City of Fresno



Revision Date: January 24, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING	
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24		
Preliminary Engineering *1	2016/17	2016/17																		\$0.250	\$0.250	
Right-of-Way *2	2016/17	2016/17																		\$0.865	\$0.865	
Construction *3	2019/20	2019/20																			\$0.000	\$0.000
TOTAL COST																				\$1.115	\$1.115	
FUNDING PROGRAM																						
Measure "C" Extension																				\$0.892	\$0.000	
Local Development Fees																				\$0.223	\$0.000	
TOTAL FUNDING																				\$1.115	\$1.115	

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D8 WILLOW AVE. BARSTOW AVE. TO ESCALON AVE.

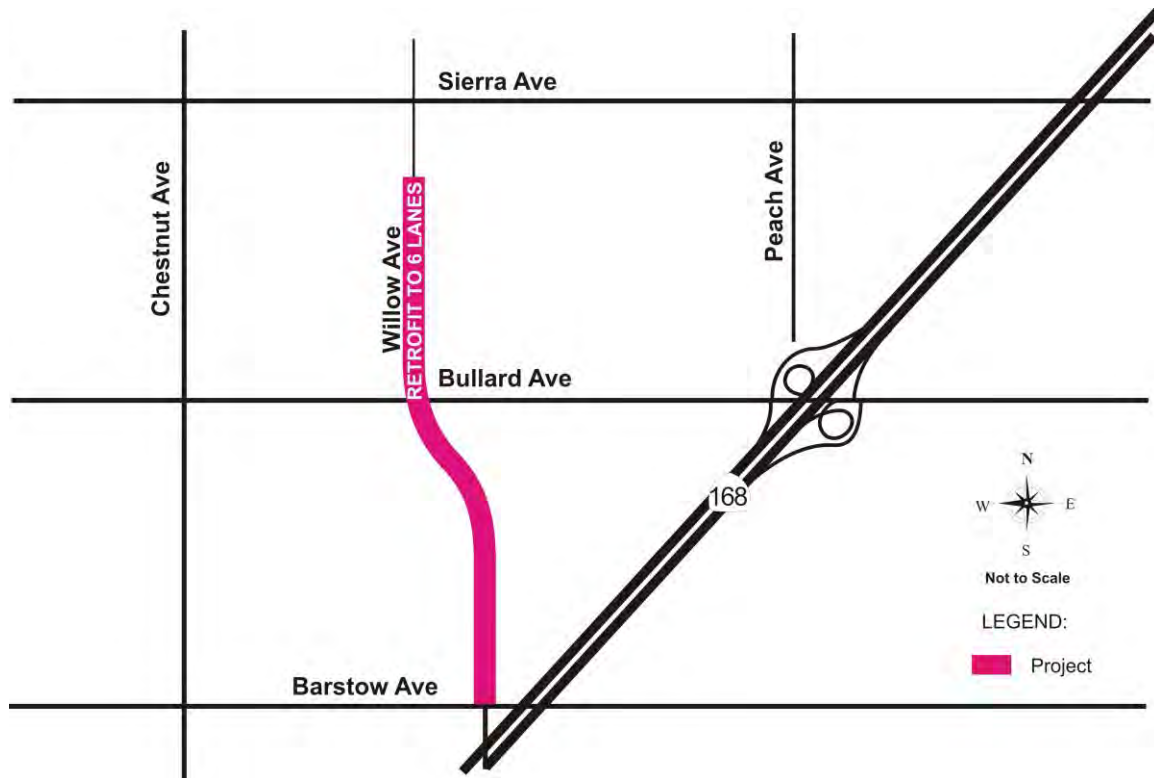
Planned Improvement: Retrofit to 6 Lanes, Add Bike Path and Improve Intersection at Willow Ave/Bullard Ave

Inflated Cost: \$2.367 million

Year of Completion: 2013 - COMPLETED

Priority Number: 3

Responsible Agency: City of Fresno



Revision Date: October 13, 2015

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																		TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24		
Preliminary Engineering *1	2009/10	2012/13				\$0.110			\$0.215												\$0.325	
Right-of-Way *2	2009/10	2012/13				\$0.040			\$0.072												\$0.112	
Construction *3	2009/10	2012/13				\$1.300			\$0.630												\$1.930	
TOTAL COST						\$1.450			\$0.917												\$2.367	
FUNDING PROGRAM																						
Measure "C" Extension						\$0.800			\$0.602												\$1.402	
SLPP						\$0.650			\$0.315												\$0.965	
TOTAL FUNDING						\$1.450			\$0.917												\$2.367 M	

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT E1 TEMPERANCE AVE. ENTERPRISE CANAL TO SOUTH OF SHEPHERD AVE.

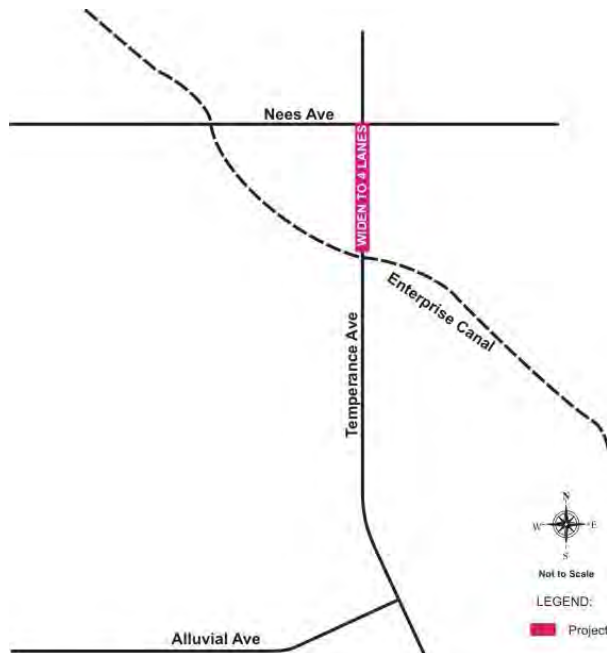
Planned Improvement: Widen to 4 Lane Divided Expressway/Arterial & Install Traffic Signal

Inflated Cost: \$2.663 million

Year of Completion: 2013 - COMPLETED

Priority Number: 8

Responsible Agency: City of Clovis



Revision Date: October 13, 2015

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering ^{*1}	2011/12	2012/13						\$0.214	\$0.009												\$0.223
Right-of-Way ^{*2}	2012/13	2012/13							\$0.346												\$0.346
Construction ^{*3}	2012/13	2012/13							\$2.094												\$2.094
TOTAL COST								\$0.214	\$2.449												\$2.663
FUNDING PROGRAM																					
Measure "C" Extension								\$0.214	\$1.721												\$1.935
SLPP									\$0.728												\$0.728
TOTAL FUNDING								\$0.214	\$2.449												\$2.663 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT E2 TEMPERANCE AVE. HERNDON AVE. TO BULLARD AVE.

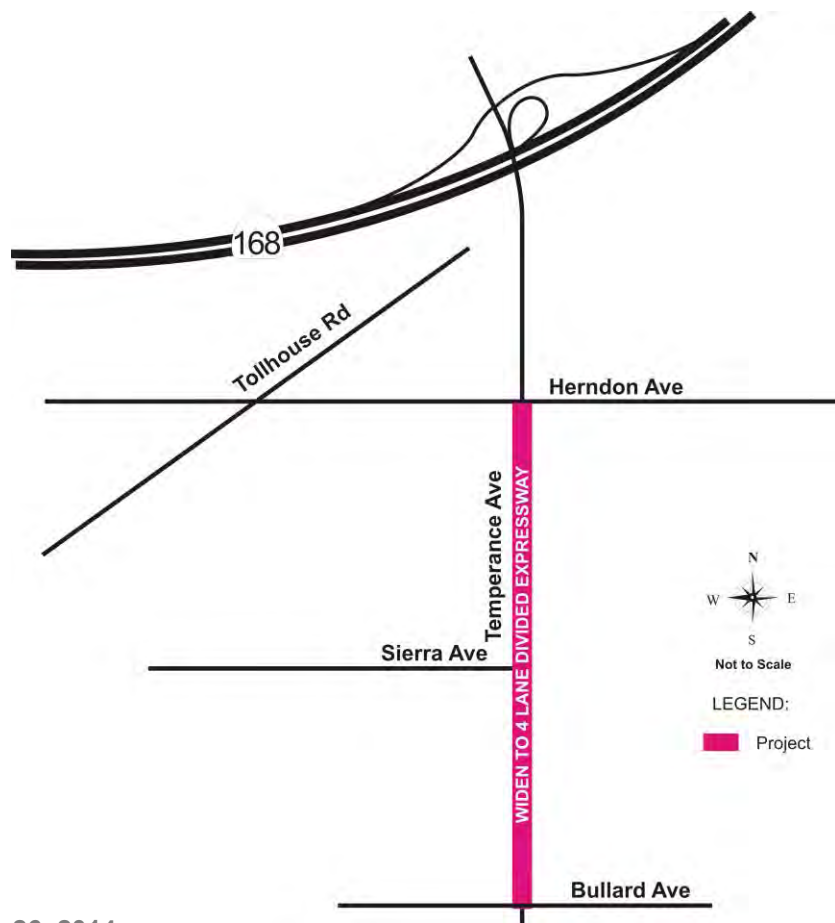
Planned Improvement: Widen to 4 Lane Divided Expressway/Arterial & Install Traffic Signal

Inflated Cost: \$2.892 million

Year of Completion: 2013 - COMPLETED

Priority Number: 8

Responsible Agency: City of Clovis



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																		TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24		
Preliminary Engineering *1	2010/11	2010/11					\$0.295														\$0.295	
Right-of-Way *2																						
Construction *3	2012/13	2012/13							\$2.597												\$2.597	
TOTAL COST							\$0.295		\$2.597												\$2.892	
FUNDING PROGRAM																						
Measure "C" Extension							\$0.194		\$1.299												\$1.493	
SLPP									\$1.298												\$1.298	
Federal Aid							\$0.101														\$0.101	
TOTAL FUNDING							\$0.295		\$2.597												\$2.892 M	

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT E3 TEMPERANCE AVE. AT SHEPHERD AVE.

Planned Improvement: Widen East Side of Temperance Avenue, Install Traffic Signal, Paving, Curb & Gutter, Sidewalk, Irrigation, Street Lights & Landscaping

Inflated Cost: \$.569 million

Year of Completion: 2015

Priority Number: 8

Responsible Agency: City of Clovis



Revision Date: January 24, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																		TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24		
Preliminary Engineering *1	2012/13	2012/13							\$0.068													\$0.068
Right-of-Way *2																						\$0.000
Construction *3	2014/15	2014/15									\$0.501											\$0.501
TOTAL COST									\$0.068		\$0.501											\$0.569
FUNDING PROGRAM																						
Measure "C" Extension									\$0.010		\$0.205											\$0.215
Federal Aid									\$0.058		\$0.296											\$0.354
TOTAL FUNDING									\$0.068		\$0.501											\$0.569 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

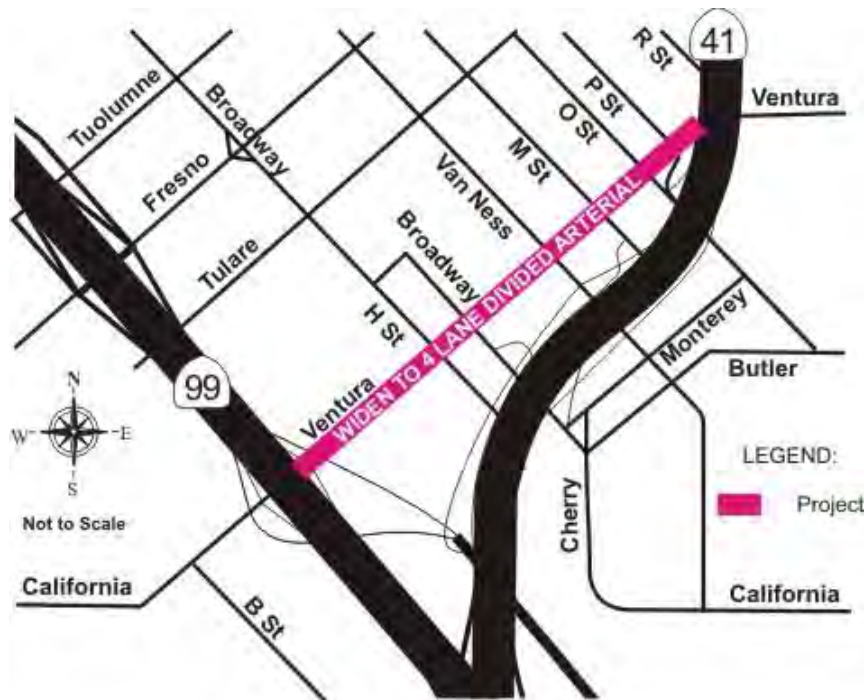
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT F VENTURA ST. SR 41 TO SR 99

Planned Improvement: Widen to 4 Lane Divided Arterial
Inflated Cost: \$1.034 million Preliminary Engineering and ROW only
Year of Completion: 2027
Priority Number: 3
Responsible Agency: City of Fresno



Revision Date: January 24, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering *1	2023/24	2023/24																		\$0.219	\$0.219
Right-of-Way *2	2023/24	2023/24																		\$0.820	\$0.820
Construction *3																					\$0.000
TOTAL COST																				\$1.039	\$1.039
FUNDING PROGRAM																					
Measure "C" Extension																				\$1.039	\$1.039
TOTAL FUNDING																				\$1.039	\$1.039 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

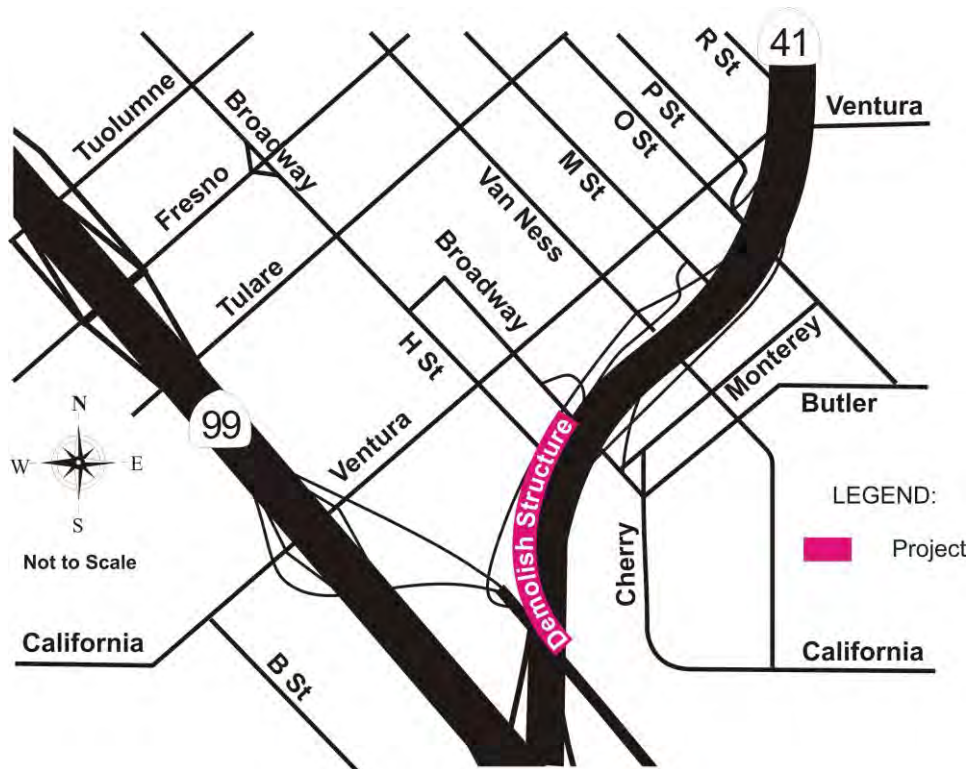
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT G MONTEREY BRIDGE BROADWAY TO GOLDEN STATE BLVD.

Planned Improvement: Demolish Structure
Inflated Cost: \$1.602 million
Year of Completion: 2012 - COMPLETED
Priority Number: 2
Responsible Agency: City of Fresno



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering ^{*1}	2010/11	2010/11					\$0.155														\$0.155
Right-of-Way ^{*2}								\$1.447													\$1.447
Construction ^{*3}	2011/12	2011/12																			
TOTAL COST							\$0.155	\$1.447													\$1.602
FUNDING PROGRAM																					
Measure "C" Extension							\$0.155	\$1.447													\$1.602
TOTAL FUNDING							\$0.155	\$1.447													\$1.602 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

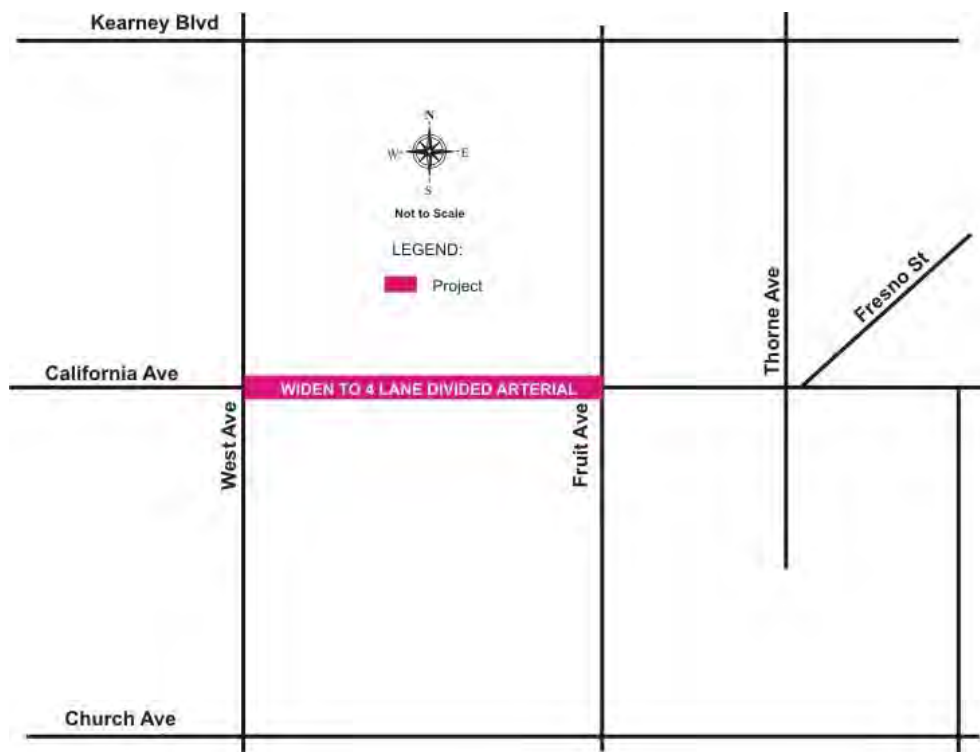
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT H1 CALIFORNIA AVE. WEST AVE. TO FRUIT AVE.

Planned Improvement: Widen to 4 Lane Divided Arterial
Inflated Cost: \$1.900 million
Year of Completion: 2009 - COMPLETED
Priority Number: 6
Responsible Agency: City of Fresno



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering *1																					
Right-of-Way *2																					
Construction *3	2008/09	2008/09			\$1.900																\$1.900
TOTAL COST					\$1.900																\$1.900
FUNDING PROGRAM																					
Measure "C" Extension					\$1.900																\$1.900
TOTAL FUNDING					\$1.900																\$1.900 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

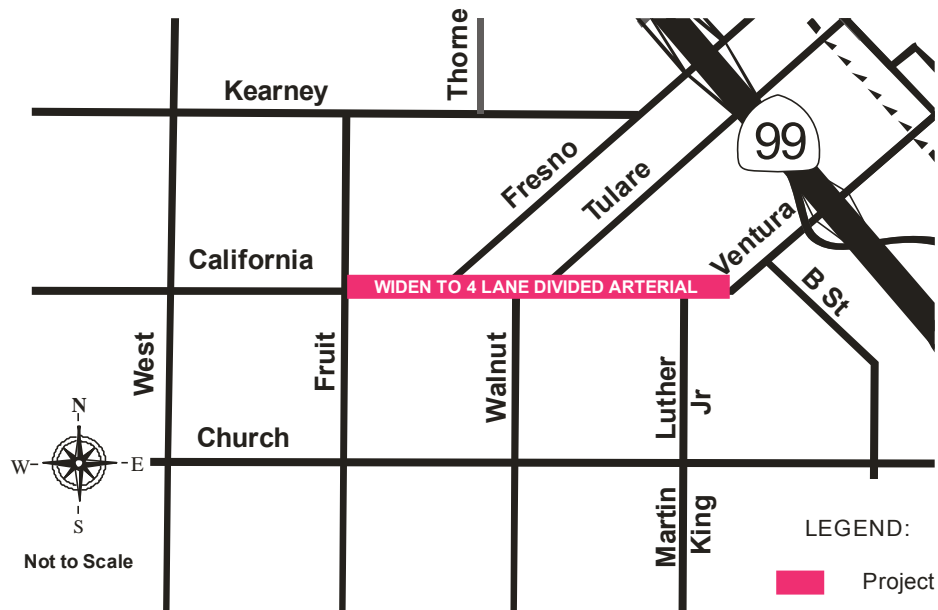
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT H2 CALIFORNIA AVE. FRUIT AVE. to VENTURA AVE.

Planned Improvement: Widen to 4 Lane Divided Arterial
Inflated Cost: \$9.384 million
Year of Completion: 2027
Priority Number: N/A
Responsible Agency: City of Fresno



Revision Date: January 24, 2015

Project Schedule/Cost Estimates/Funding Program:

To be determined.

Short-Term Regional Transportation Program

URBAN PROJECT I2A PEACH AVE. AT CHURCH AVE.

Planned Improvement: Install Traffic Signal
Inflated Cost: \$0.517 million
Year of Completion: 2012 - COMPLETED
Priority Number: N/A
Responsible Agency: City of Fresno



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering *1	2011/12	2011/12						\$0.018													\$0.018
Right-of-Way *2	2011/12	2011/12						\$0.013													\$0.013
Construction *3	2011/12	2011/12						\$0.486													\$0.486
TOTAL COST								\$0.517													\$0.517
FUNDING PROGRAM																					
Measure "C" Extension								\$0.250													\$0.250
Other State								\$0.267													\$0.267
TOTAL FUNDING								\$0.517													\$0.517 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

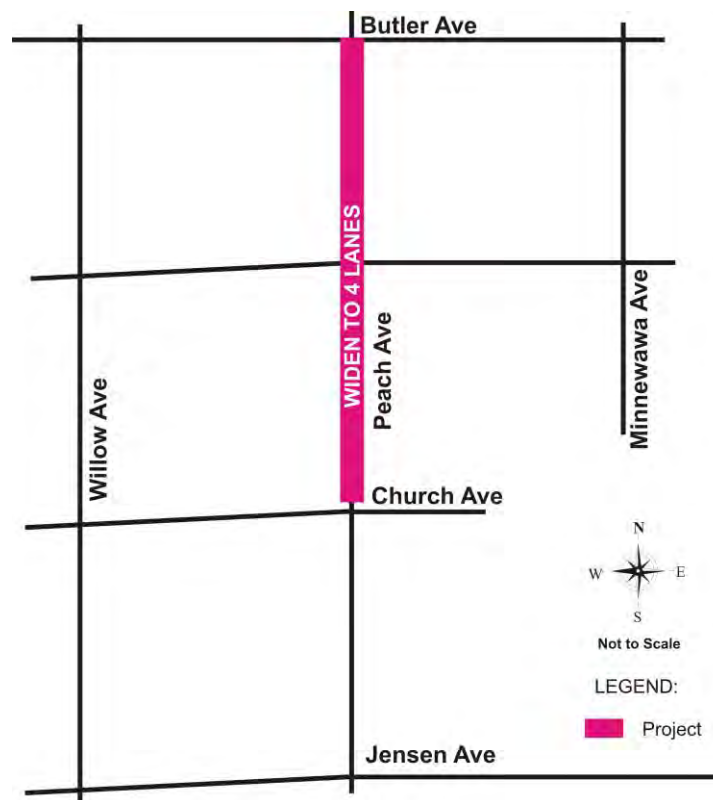
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT I2B PEACH AVE. BUTLER AVE. TO FLORENCE AVE.

Planned Improvement: Widen to 4 Lanes
Inflated Cost: \$4.969 million
Year of Completion: 2018
Priority Number: N/A
Responsible Agency: City of Fresno



Revision Date: January 24, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering *1	2009/10	2009/10				\$0.485															\$0.485
Right-of-Way *2	2016/17	2016/17											\$0.400								\$0.400
Construction *3	2017/18	2017/18												\$4.084							\$4.084
TOTAL COST						\$0.485							\$0.400	\$4.084							\$4.969
FUNDING PROGRAM																					
Measure "C" Extension						\$0.388							\$0.100	\$0.194							\$0.682
Local Development Fees						\$0.097							\$0.300	\$2.490							\$2.887
Other State														\$1.400							\$1.400
TOTAL FUNDING						\$0.485							\$0.400	\$4.084							\$4.969 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P&E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT I2C PEACH AVE. FLORENCE AVE. TO JENSEN AVE.

Planned Improvement: Widen to 4 Lanes
Inflated Cost: \$.400 million Preliminary Engineering Only
Year of Completion: 2027
Priority Number: N/A
Responsible Agency: City of Fresno



Revision Date: January 24, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																		TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24		
Preliminary Engineering *1	2017/18	2017/18																		\$0.400	\$0.400	
Right-of-Way *2																						
Construction *3	2019/20	2019/20																			\$0.000	
TOTAL COST																				\$0.400	\$0.400	
FUNDING PROGRAM																						
Measure "C" Extension																						
Local Development Fees																				\$0.400	\$0.400	
TOTAL FUNDING																				\$0.400	\$0.400 M	

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

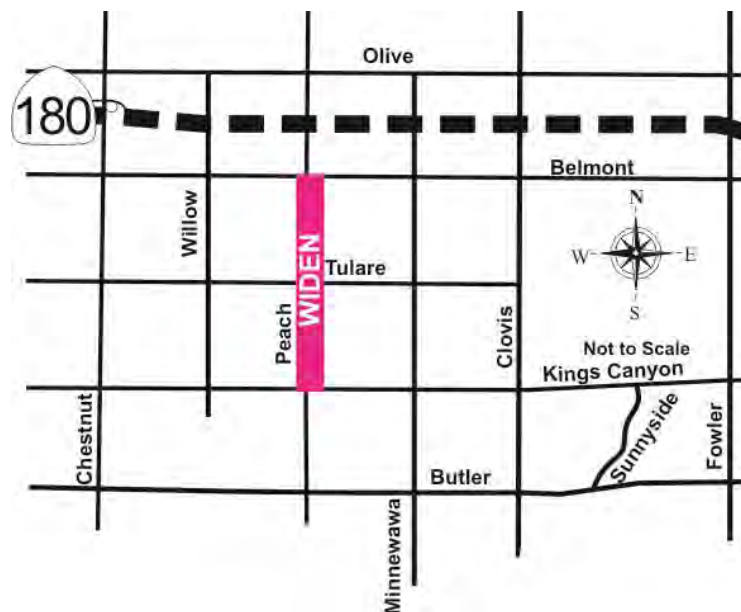
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT I3 PEACH AVE. BELMONT AVE. TO KINGS CANYON BLVD.

Planned Improvement: Widen to 4 Lanes
Inflated Cost: \$11.239 million
Year of Completion: 2013 - COMPLETED
Priority Number: 1
Responsible Agency: City of Fresno



Revision Date: January 24, 2018

Project Schedule/Cost Estimates/Fee Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering *1	2008/09	2008/09			\$0.849																\$0.849
Right-of-Way *2	2008/09	2008/09			\$4.162																\$4.162
Construction *3	2012/13	2012/13							\$6.228												\$6.228
TOTAL COST					\$5.011				\$6.228												\$11.239
FUNDING PROGRAM																					
Measure "C" Extension					\$4.411				\$3.114												\$7.525
SLPP									\$3.114												\$3.114
Other State					\$0.600																\$0.600
TOTAL FUNDING					\$5.011				\$6.228												\$11.239 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

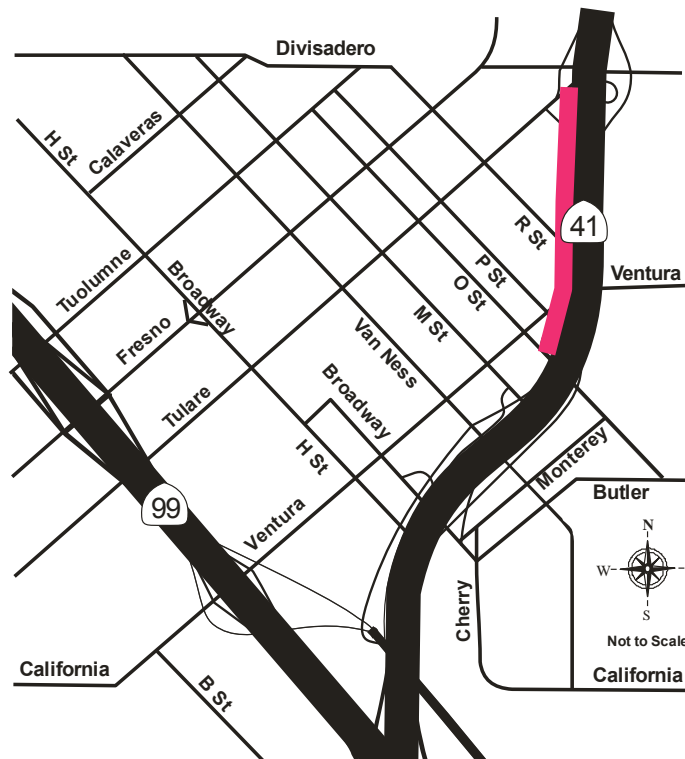
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT J SR 41 TULARE ST. TO O ST.

Planned Improvement: Widen Auxiliary Lanes/Improve Ramps
Inflated Cost: \$4.900 million
Year of Completion: 2017
Priority Number: N/A
Responsible Agency: Caltrans



Revision Date: January 24, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																		TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24		
Preliminary Engineering *1	2014/15	2014/15										\$1.650									\$1.650	
Right-of-Way *2	2019/20	2019/20										\$0.150									\$0.150	
Construction *3	2020/21	2020/21										\$2.100		\$1.000							\$3.100	
TOTAL COST												\$3.900		\$1.000							\$4.900	
FUNDING PROGRAM																						
Measure "C" Extension												\$3.900									\$3.900	
STIP														\$1.000							\$1.000	
TOTAL FUNDING												\$3.900		\$1.000							\$4.900 M	

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K1 HERNDON AVE. WILLOW AVE. TO CLOVIS AVE.

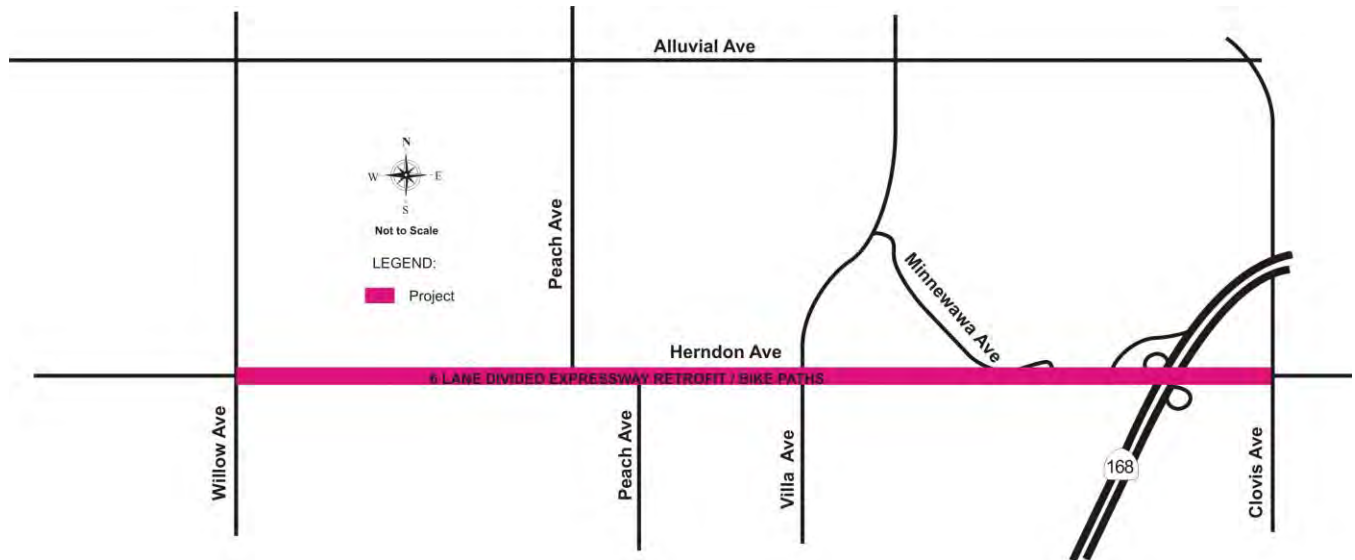
Planned Improvement: Widen to 6 Lane Divided Expressway, Traffic Signal, Sidewalks, Overlay, Landscaping, Median, Street Lights, & Curb & Gutter

Inflated Cost: \$3.934 million

Year of Completion: 2009 - COMPLETED

Priority Number: 5

Responsible Agency: City of Clovis



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering ^{*1}	Prior	2008/09	\$0.058	\$0.087	\$0.060																\$0.205
Right-of-Way ^{*2}	Prior	2008/09	\$0.003	\$0.403	\$0.570																\$0.976
Construction ^{*3}		2008/09			\$2.753																\$2.753
TOTAL COST			\$0.061	\$0.490	\$3.383																\$3.934
FUNDING PROGRAM																					
Measure "C" Extension				\$0.056	\$0.585																\$0.641
Other State					\$0.295																\$0.295
Federal Aid			\$0.055	\$0.434	\$1.474																\$1.963
Local development Fees					\$0.915																\$0.915
Other Local			\$0.006		\$0.114																\$0.120
TOTAL FUNDING			\$0.061	\$0.490	\$3.383																\$3.934 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K2 HERNDON AVE. CLOVIS AVE. TO FOWLER AVE.

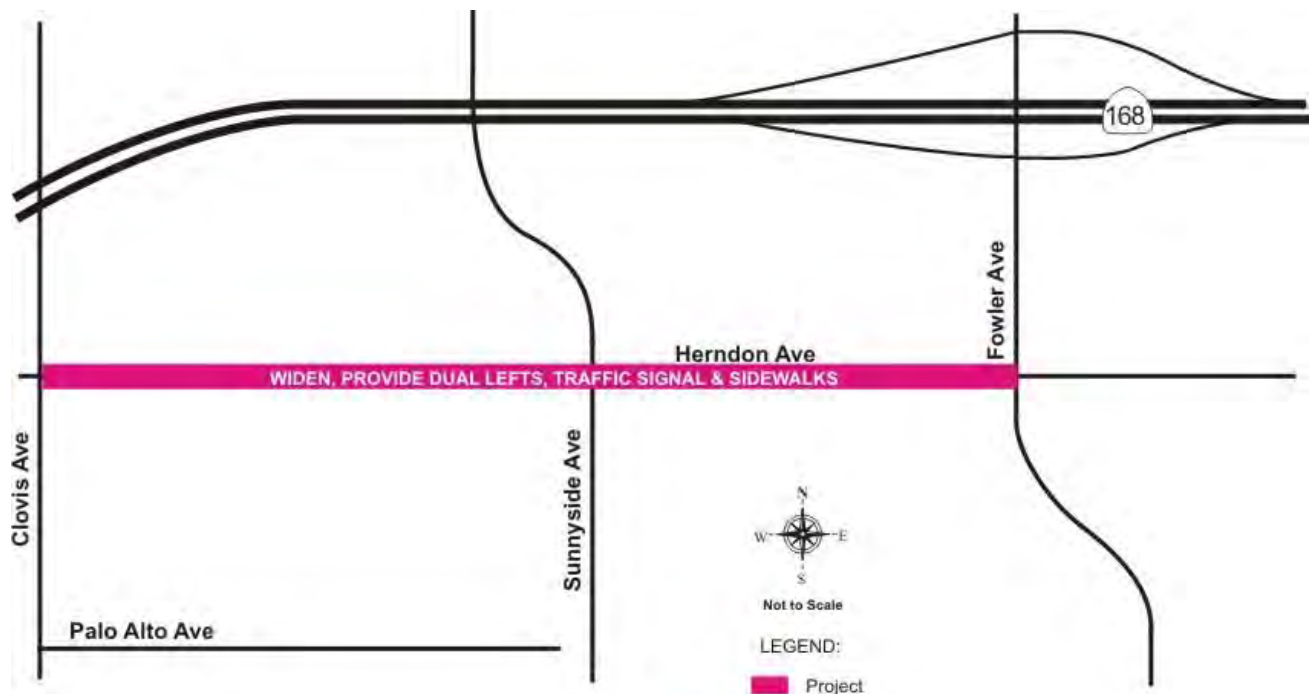
Planned Improvement: Widen, Provide Dual Left Turn Lanes, & Install Traffic Signal, Sidewalks, Median, Curb & Gutter

Inflated Cost: \$2.478 million

Year of Completion: 2013 - COMPLETED

Priority Number: 5

Responsible Agency: City of Clovis



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																		TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24		
Preliminary Engineering ^{*1}	2009/10	2009/10				\$0.168															\$0.168	
Right-of-Way ^{*2}	2009/10	2012/13				\$0.022				\$0.275											\$0.297	
Construction ^{*3}	2012/13	2012/13								\$2.013											\$2.013	
TOTAL COST						\$0.190				\$2.288											\$2.478	
FUNDING PROGRAM																						
Measure "C" Extension						\$0.152				\$1.489											\$1.641	
SLPP										\$0.799											\$0.799	
Local Development Fees						\$0.038															\$0.038	
TOTAL FUNDING						\$0.190				\$2.288											\$2.478 M	

^{*1} Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K3 HERNDON AVE. TEMPERANCE AVE. TO DE WOLF AVE.

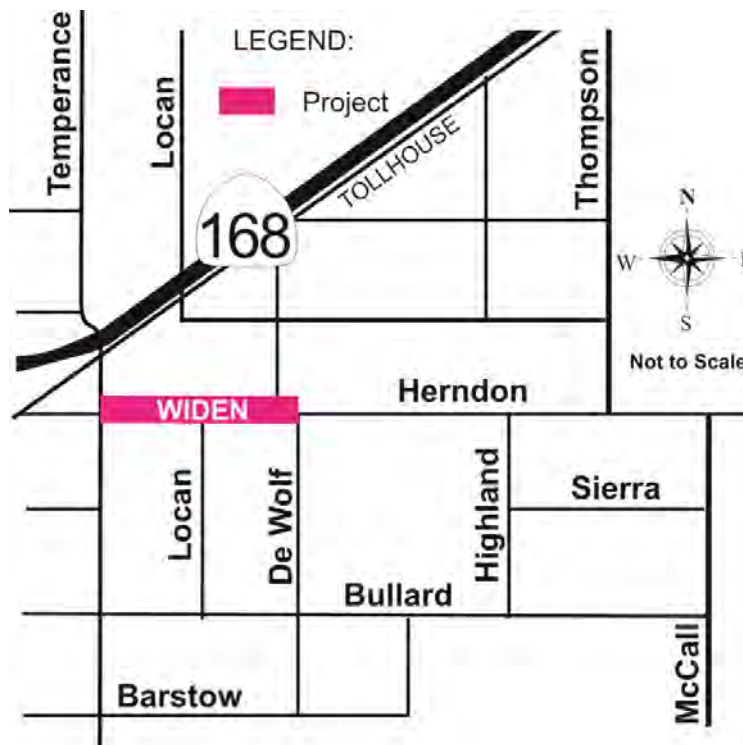
Planned Improvement: Widen, Provide Dual Left Turn Lanes, & Install Traffic Signal & Sidewalks

Inflated Cost: \$14.060 million

Year of Completion: 2018

Priority Number: 5

Responsible Agency: City of Clovis



Revision Date: January 24, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering *1	2015/16	2015/16										\$1,288									\$1,288
Right-of-Way *2	2016/17	2016/17											\$4,241								\$4,241
Construction *3	2017/18	2017/18												\$8,531							\$8,531
TOTAL COST												\$1,288	\$4,241	\$8,531							\$14,060
FUNDING PROGRAM																					
Measure "C" Extension												\$1,030	\$3,393	\$6,825							\$11,248
Local Development Fees												\$0,258	\$0,848	\$1,706							\$2,812
TOTAL FUNDING												\$1,288	\$4,241	\$8,531							\$14,060 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

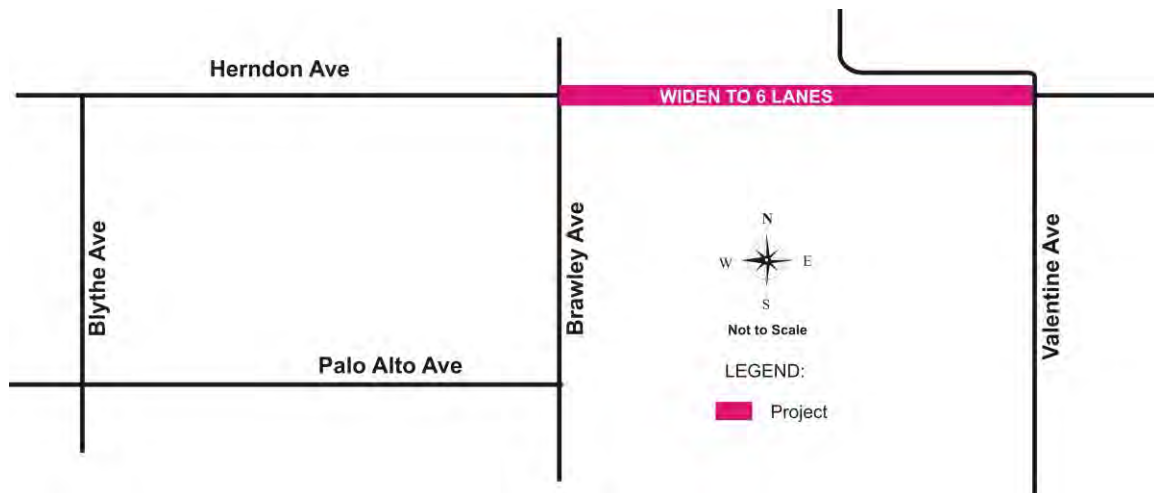
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K5A HERNDON AVE. BRAWLEY AVE. TO VALENTINE AVE.

Planned Improvement: Widen to 6 Lanes
Inflated Cost: \$2.951 million
Year of Completion: 2013 - COMPLETED
Priority Number: 5
Responsible Agency: City of Fresno



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering ^{*1}	2010/11	2011/12					\$0.130	\$0.133													\$0.263
Right-of-Way ^{*2}	2011/12	2011/12						\$0.758													\$0.758
Construction ^{*3}	2012/13	2012/13							\$1.930												\$1.930
TOTAL COST							\$0.130	\$0.891	\$1.930												\$2.951
FUNDING PROGRAM																					
Measure "C" Extension								\$0.203	\$0.963												\$1.166
Federal Aid							\$0.115	\$0.688	\$0.967												\$1.770
Local Development Fees							\$0.015														\$0.015
TOTAL FUNDING							\$0.130	\$0.891	\$1.930												\$2.951 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

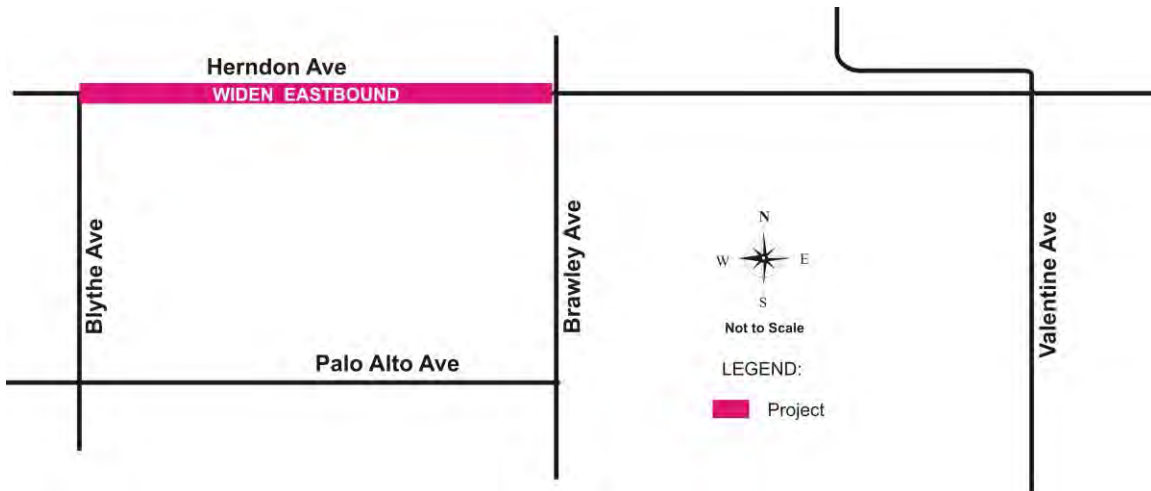
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K5B HERNDON AVE. BLYTHE AVE. TO BRAWLEY AVE.

Planned Improvement: Widen To 6 Lanes Eastbound
Inflated Cost: \$1.936 million
Year of Completion: 2013 - COMPLETED
Priority Number: 5
Responsible Agency: City of Fresno



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering *1	2012/13	2012/13							\$0.250												\$0.250
Right-of-Way *2	2012/13	2012/13							\$0.050												\$0.050
Construction *3	2012/13	2012/13							\$1.636												\$1.636
TOTAL COST									\$1.936												\$1.936
FUNDING PROGRAM																					
Measure "C" Extension									\$1.118												\$1.118
SLPP									\$0.818												\$0.818
TOTAL FUNDING									\$1.936												\$1.936 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

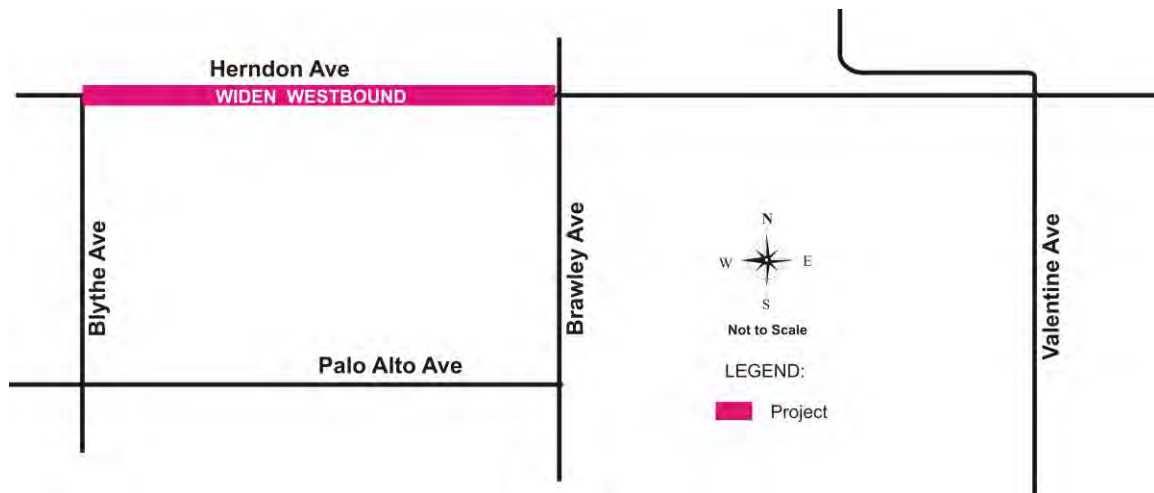
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K5C HERNDON AVE. BLYTHE AVE. TO BRAWLEY AVE.

Planned Improvement: Widen To 6 Lanes Westbound
Inflated Cost: \$0.925 million
Year of Completion: 2016
Priority Number: 5
Responsible Agency: City of Fresno



Revision Date: January 24, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																		TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24		
Preliminary Engineering *1	2013/14	2013/14									\$0.118										\$0.118	
Right-of-Way *2		2014/15										\$0.100									\$0.100	
Construction *3		2015/16											\$0.707								\$0.707	
TOTAL COST											\$0.118	\$0.100	\$0.707								\$0.925	
FUNDING PROGRAM																						
Measure "C" Extension											\$0.014	\$0.012	\$0.079								\$0.105	
Federal Aid											\$0.104	\$0.088	\$0.628								\$0.820	
TOTAL FUNDING											\$0.118	\$0.100	\$0.707								\$0.925 M	

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

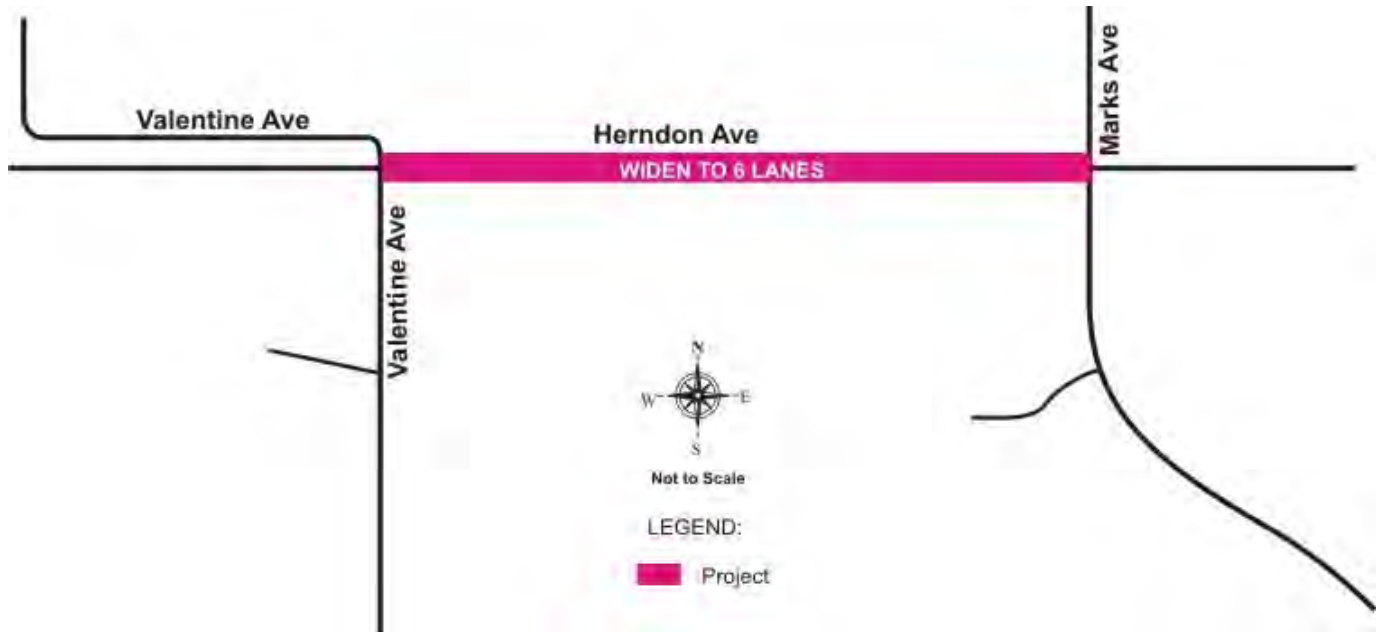
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K6 HERNDON AVE. VALENTINE AVE. TO MARKS AVE.

Planned Improvement: Widen to 6 Lanes
Inflated Cost: \$2.900 million
Year of Completion: 2010 - COMPLETED
Priority Number: 5
Responsible Agency: City of Fresno



Revision Date: October 13, 2015

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering *1	Prior	Prior	\$0.115																		\$0.115
Right-of-Way *2	Prior	2008/09	\$0.266		\$0.396																\$0.662
Construction *3	2009/10	2009/10				\$2.123															\$2.123
TOTAL COST			\$0.381		\$0.396	\$2.123															\$2.900
FUNDING PROGRAM																					
Measure "C" Extension						\$0.771															\$0.807
Federal Aid			\$0.381		\$0.396	\$1.352															\$2.129
TOTAL FUNDING			\$0.381		\$0.396	\$2.123															\$2.900 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K7 HERNDON AVE. SR 99 TO WEBER AVE.

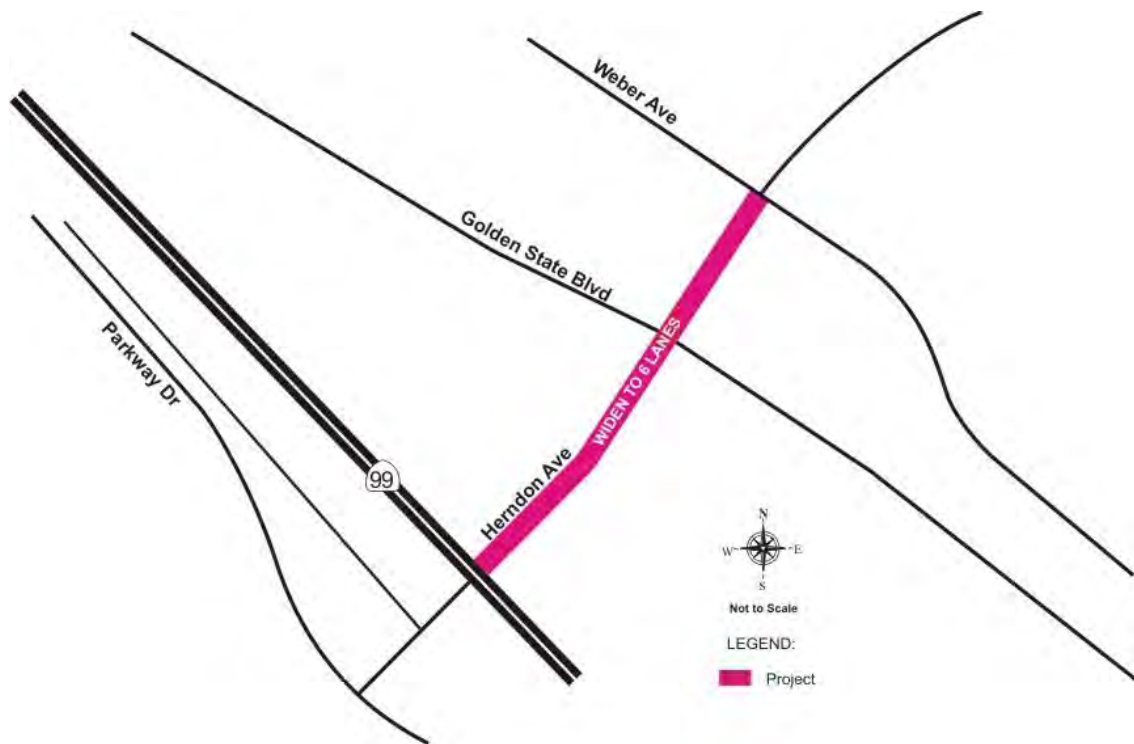
Planned Improvement: Widen to 6 Lanes & Provide Dual Left Turns at Golden State Boulevard

Inflated Cost: \$5.524 million

Year of Completion: 2009 - COMPLETED

Priority Number: 5

Responsible Agency: City of Fresno



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering ^{*1}	Prior	Prior	\$0.275																		\$0.275
Right-of-Way ^{*2}	Prior	Prior	\$0.305																		\$0.305
Construction ^{*3}	2008/09	2008/09			\$4.944																\$4.944
TOTAL COST			\$0.580		\$4.944																\$5.524
FUNDING PROGRAM																					
Measure "C" Extension					\$0.996																\$0.996
Federal Aid			\$0.580		\$3.948																\$4.528
TOTAL FUNDING			\$0.580		\$4.944																\$5.524 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

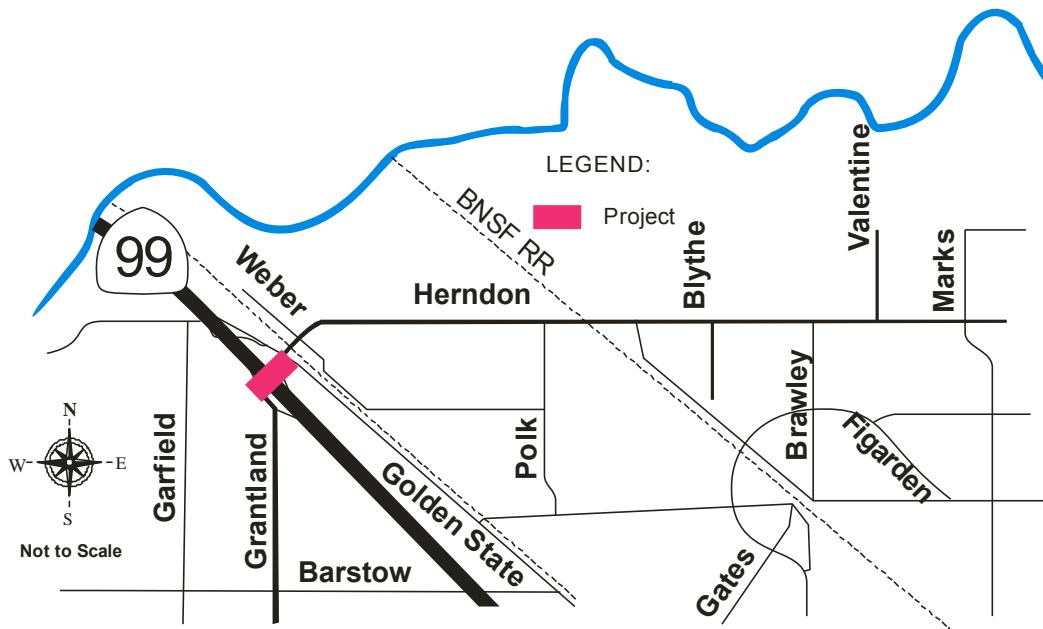
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K8 HERNDON AVE. SR 99 UNDERCROSSING

Planned Improvement:	Widen Undercrossing to 5 Lanes
Inflated Cost:	\$26.365 million
Year of Completion:	2027
Priority Number:	N/A
Responsible Agency:	City of Fresno



Revision Date: September 26, 2014

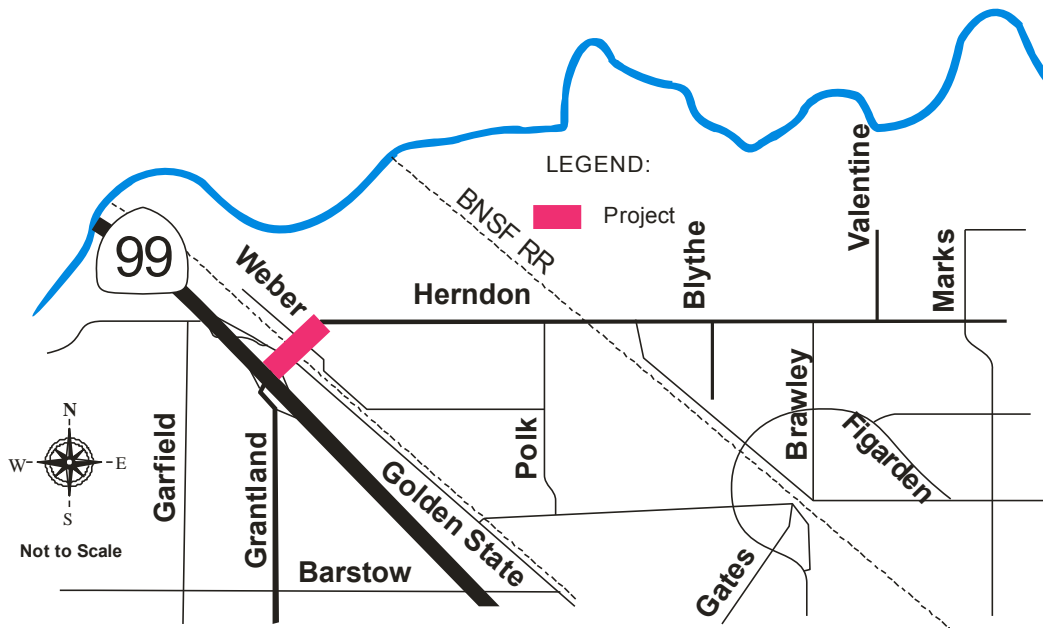
Project Schedule/Cost Estimates/Funding Program:

To be determined.

Short-Term Regional Transportation Program

URBAN PROJECT K9 HERNDON AVE. UPRR RAILROAD CROSSING

Planned Improvement:	Construct 6 Lane Underpass
Inflated Cost:	\$61.373 million
Year of Completion:	2027
Priority Number:	N/A
Responsible Agency:	City of Fresno



Revision Date: September 26, 2014

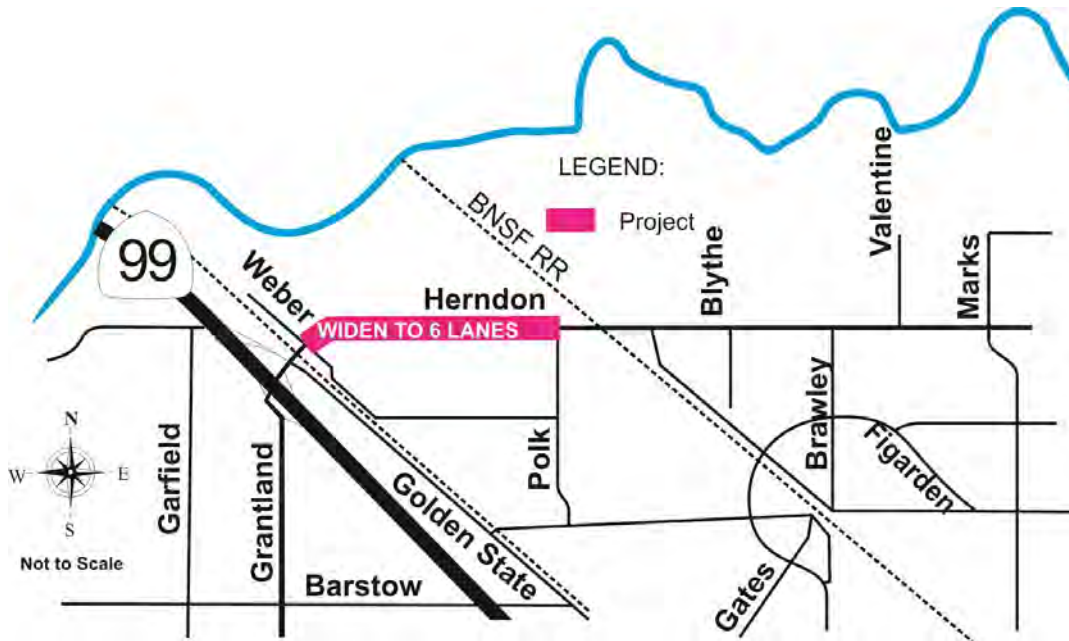
Project Schedule/Cost Estimates/Funding Program:

To be determined.

Short-Term Regional Transportation Program

URBAN PROJECT K10 HERNDON AVE. WEBER AVE. TO POLK AVE.

Planned Improvement: Widen to 6 Lanes
Inflated Cost: \$2.931 million
Year of Completion: 2021
Priority Number: 5
Responsible Agency: City of Fresno



Revision Date: January, 24, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering *1	2019/20	2019/20														\$0.232					\$0.232
Right-of-Way *2	2020/21	2020/21															\$0.299				\$0.299
Construction *3	2020/21	2020/21															\$2.400				\$2.400
TOTAL COST																\$0.232	\$2.699				\$2.931
FUNDING PROGRAM																					
Measure "C" Extension																					\$0.000
Local Development Fees																\$0.232	\$2.699				\$2.931
TOTAL FUNDING																\$0.232	\$2.699				\$2.931 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

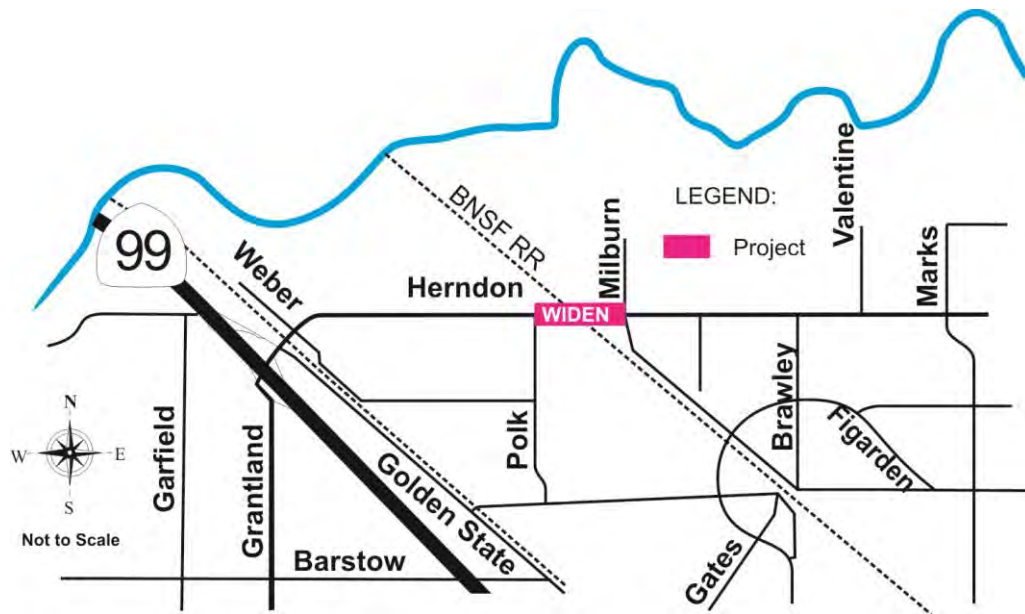
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K11 HERNDON AVE. POLK AVE. TO MILBURN AVE.

Planned Improvement: Widen BNSF Overpass to 6 Lanes
Inflated Cost: \$14.383 million
Year of Completion: 2022
Priority Number: 5
Responsible Agency: City of Fresno



Revision Date: January 24, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering ^{*1}	2012/13	2016/17							\$0.250			\$0.608	\$0.841								\$1.699
Right-of-Way ^{*2}													\$0.065								\$0.065
Construction ^{*3}	2021/22	2021/22																\$12.619			\$12.619
TOTAL COST									\$0.250			\$0.608	\$0.906					\$12.619			\$14.383
FUNDING PROGRAM																					
Measure "C" Extension									\$0.250			\$0.512	\$0.725					\$10.241			\$11.728
Local Development Fees												\$0.096	\$0.181					\$2.378			\$2.655
TOTAL FUNDING									\$0.250			\$0.608	\$0.906					\$12.619			\$14.383 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT L1 SHAW AVE. LOCAN AVE. TO MAINE AVE.

Planned Improvement: Widen to 6 Lane Divided Expressway & Install Curb & Gutter, Street Lights, Sidewalk, & Traffic Signal

Inflated Cost: \$2.360 million

Year of Completion: 2014

Priority Number: 5

Responsible Agency: City of Clovis



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																		TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24		
Preliminary Engineering *1	2011/12	2011/12						\$0.209													\$0.209	
Right-of-Way *2	2011/12	2011/12						\$0.371													\$0.371	
Construction *3	2013/14	2013/14								\$1.780											\$1.780	
TOTAL COST								\$0.580		\$1.780											\$2.360	
FUNDING PROGRAM																						
Measure "C" Extension								\$0.464		\$1.780											\$2.244	
Local Development Fees								\$0.116													\$0.116	
TOTAL FUNDING								\$0.580		\$1.780											\$2.360 M	

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT L2 SHAW AVE. DEWOLF AVE. TO MCCALL AVE.

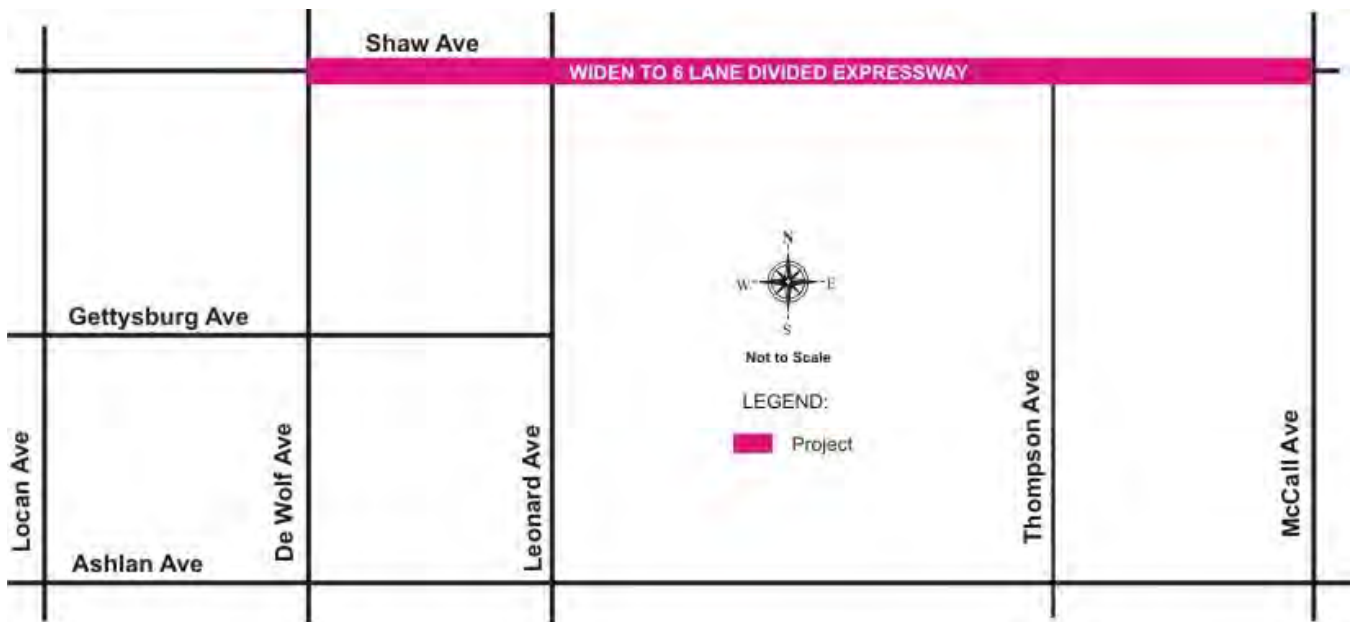
Planned Improvement: Widen to 6 Lane Divided Expressway & Install Outside Travel Lane, Curb & Gutter, Street Lights, Median, Landscaping & Undercrossing

Inflated Cost: \$16.777 million

Year of Completion: 2018

Priority Number: 5

Responsible Agency: City of Clovis



Revision Date: January 24, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering *1	2013/14	2013/14								\$0.770											\$0.770
Right-of-Way *2	2014/15	2017/18									\$2.045	\$0.997		\$0.150							\$3.192
Construction *3	2014/15	2017/18									\$7.425	\$4.390		\$1.000							\$12.815
TOTAL COST										\$0.770	\$9.470	\$5.387		\$1.150							\$16.777
FUNDING PROGRAM																					
Measure "C" Extension										\$0.770	\$9.470	\$5.387		\$1.150							\$16.777
TOTAL FUNDING										\$0.770	\$9.470	\$5.387		\$1.150							\$16.777 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

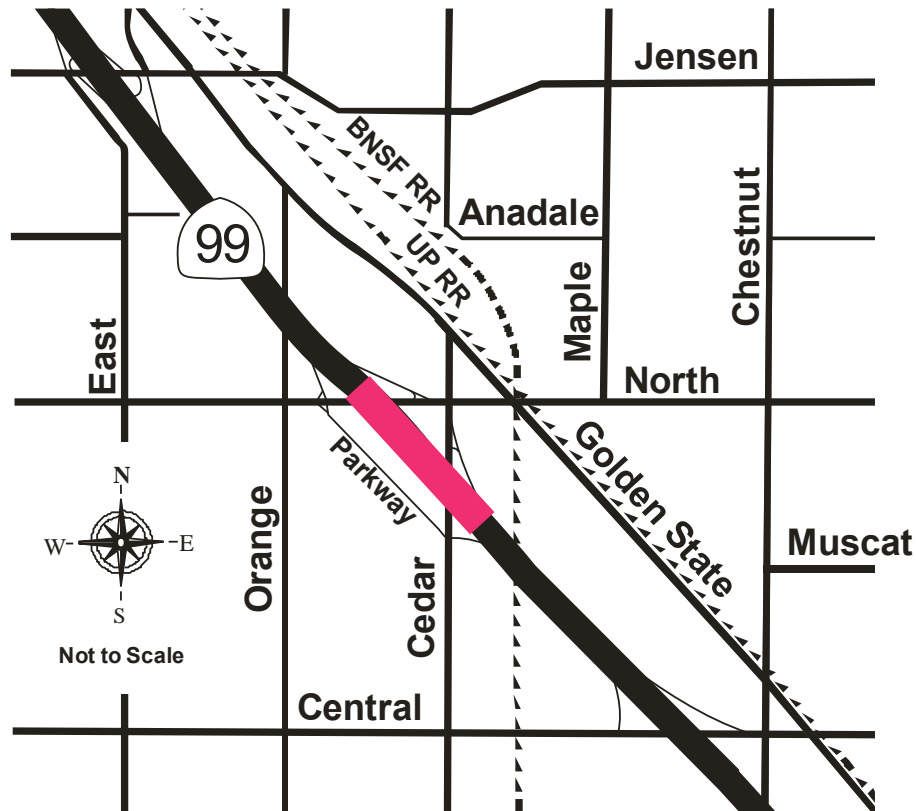
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT M NORTH AVE./CEDAR AVE. SR 99 INTERCHANGE

Planned Improvement: Improve Interchange
Inflated Cost: \$96.311 million
Year of Completion: 2024
Priority Number: N/A
Responsible Agency: Caltrans



Revision Date: January 24, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering ^{*1}	2014/15	2021/22									\$0.145	\$0.118			\$3.000			\$8.500			\$11.763
Right-of-Way ^{*2}	2021/22	2021/22																\$33.853			\$33.853
Construction ^{*3}	2023/24	2023/24																		\$50.695	\$50.695
TOTAL COST											\$0.145	\$0.118			\$3.000			\$42.353		\$50.695	\$96.311
FUNDING PROGRAM																					
Measure "C" Extension											\$0.145	\$0.118						\$19.343		\$22.822	\$42.428
Prior Measure																				\$3.608	\$3.608
STIP															\$3.000			\$23.010		\$24.265	\$50.275
TOTAL FUNDING											\$0.145	\$0.118			\$3.000			\$42.353		\$50.695	\$96.311 M

^{*1} Preliminary Engineering; Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT N1 VETERANS BLVD. SR 99 INTERCHANGE & GRADE SEPARATION

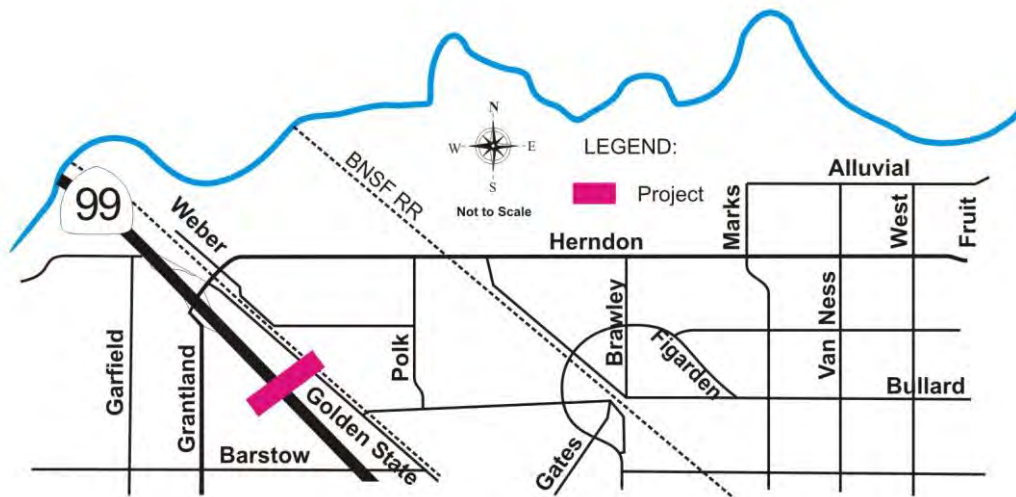
Planned Improvement: Freeway Interchange & Grade Separation at UPRR Rail Road & Golden State Blvd

Inflated Cost: \$91.477 million

Year of Completion: 2020

Priority Number: 9

Responsible Agency: City of Fresno



Revision Date: January 24, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering *1	2008/09	2011/12			\$1,000	\$1,000		\$8,836													\$10,836
Right-of-Way *2	2012/13	2013/14							\$15,799	\$3,387											\$19,186
Construction *3	2019/20	2019/20														\$61,455					\$61,455
TOTAL COST					\$1,000	\$1,000		\$8,836	\$15,799	\$3,387						\$61,455					\$91,477
FUNDING PROGRAM																					
Measure "C" Extension									\$0.300	\$0.201						\$7,700					\$8,201
STIP																\$14,616					\$14,616
SLPP																\$1,800					\$1,800
Prior Measure "C"																\$7,318					\$7,318
Other Local					\$0.250	\$0.250															\$0,500
RTMF 33% Eligible									\$1,572	\$0,603											\$2,175
RTMF Loan Prior					\$0,750	\$0,750		\$8,836													\$10,336
RTMF Loan Measure									\$13,927	\$2,583						\$30,021					\$46,531
TOTAL FUNDING					\$1,000	\$1,000		\$8,836	\$15,799	\$3,387						\$61,455					\$91,477

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

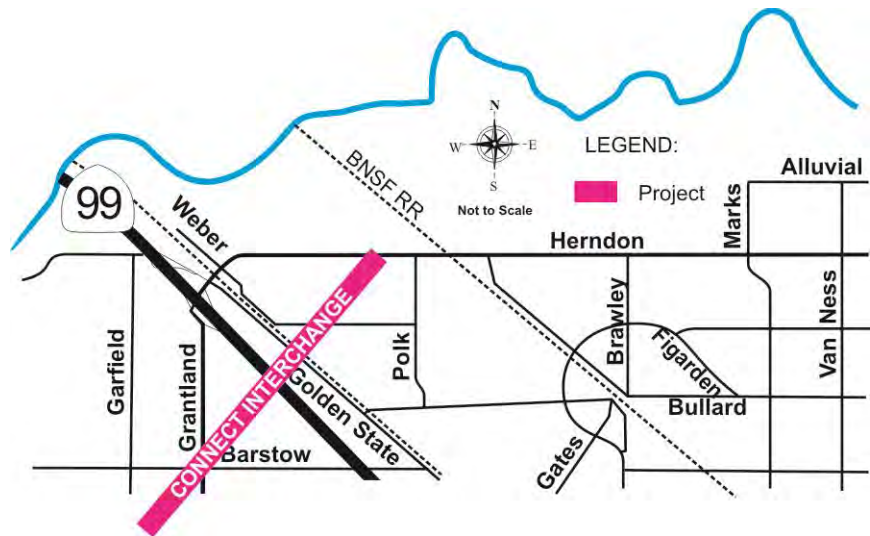
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT N2 VETERANS BLVD. CONNECT SR 99 INTERCHANGE

Planned Improvement: Connect Interchange to Shaw & Herndon Aves.
Inflated Cost: \$59.656 million
Year of Completion: 2020
Priority Number: 9
Responsible Agency: City of Fresno



Revision Date: January 24, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering *1	2010/11	2010/11					\$0.765														\$0.765
Right-of-Way *2	2012/13	2012/13							\$3.637												\$3.637
Construction *3	2019/20	2019/20														\$55.254					\$55.254
TOTAL COST							\$0.765		\$3.637							\$55.254					\$59.656
FUNDING PROGRAM																					
Other State - HBR/SHOPP, etc.																\$28.000					\$28.000
Other Local																\$13.471					\$13.471
Local Development Fees							\$0.765		\$3.637							\$13.783					\$18.185
TOTAL FUNDING							\$0.765		\$3.637							\$55.254					\$59.656 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT A SR 180 WEST YUBA AVE. TO JAMES RD.

Planned Improvement: Construct Passing Lanes
Inflated Cost: \$12.782 million
Year of Completion: 2015
Regional Priority: 8
Responsible Agency: Caltrans



Revision Date: January 23, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																		TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24		
Preliminary Engineering *1	2011/12	2012/13						\$1.913	\$0.400												\$2.313	
Right-of-Way *2	2013/14	2013/14								\$2.295											\$2.295	
Construction *3	2014/15	2014/15									\$8.174										\$8.174	
TOTAL COST								\$1.913	\$0.400	\$2.295	\$8.174										\$12.782	
FUNDING PROGRAM																						
Measure "C" Extension								\$1.913	\$0.400	\$2.295	\$8.174										\$12.782	
TOTAL FUNDING								\$1.913	\$0.400	\$2.295	\$8.174										\$12.782 M	

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

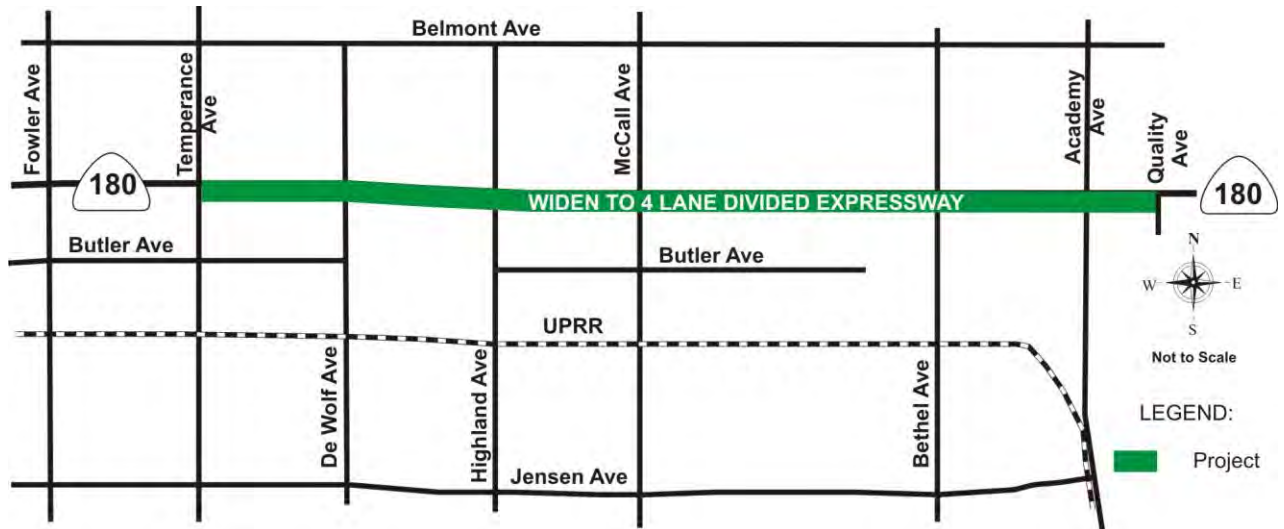
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT B SR 180 EAST TEMPERANCE AVE. TO QUALITY AVE.

Planned Improvement: Widen to 4 Lane Divided Expressway
Inflated Cost: \$68.443 million
Year of Completion: 2008 - COMPLETED
Regional Priority: N/A - this is a carryover project from the original Measure "C"
Expenditure Plan
Responsible Agency: Caltrans



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering *1	Prior	2007/08	\$10.441	\$1.400																	\$11.841
Right-of-Way *2	Prior	2007/08	\$22.059	\$1.800																	\$23.859
Construction *3	Prior	2007/08		\$32.743																	\$32.743
TOTAL COST			\$32.500	\$35.943																	\$68.443
FUNDING PROGRAM																					
Prior Measure "C"			\$7.430	\$13.131																	\$20.561
STIP			\$25.070	\$3.200																	\$28.270
Fed Aid				\$19.612																	\$19.612
TOTAL FUNDING			\$32.500	\$35.943																	\$68.443 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

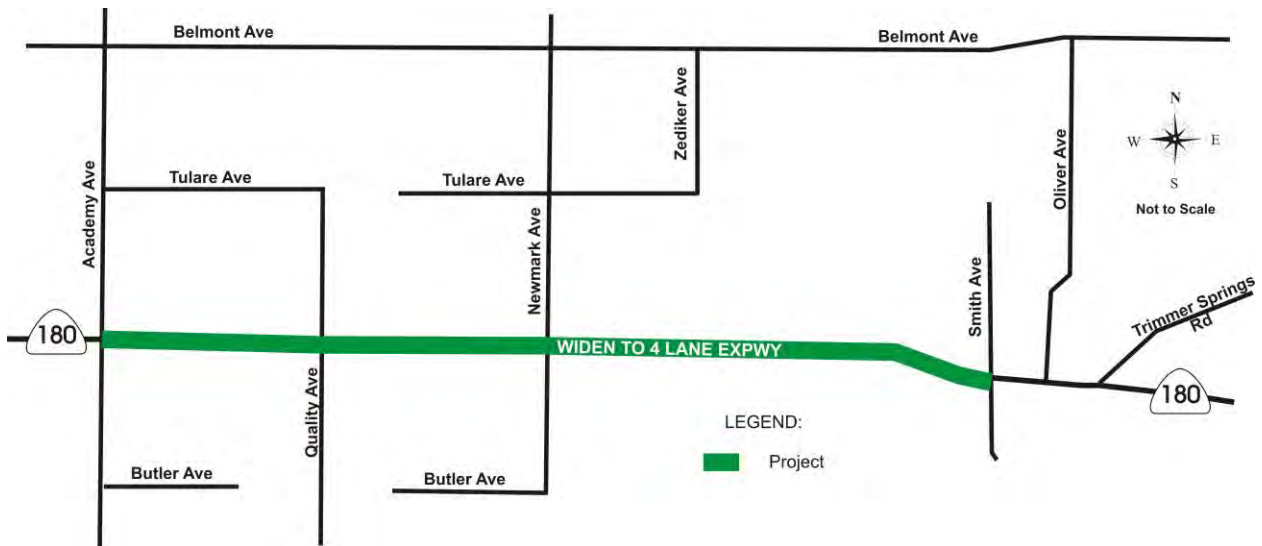
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT C SR 180 EAST ACADEMY AVE. TO SMITH AVE.

Planned Improvement: Widen to 4 Lane Expressway on 4 Lane Right-of-Way
Inflated Cost: \$35.937 million
Year of Completion: 2013 - COMPLETED
Priority Number: 6
Responsible Agency: Caltrans



Revision Date: January 23, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																		TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24		
Preliminary Engineering *1	Prior	2011/12	\$1,347			\$3,500		\$0,800													\$5,647	
Right-of-Way *2	Prior	2009/10	\$4,959			\$5,631															\$10,590	
Construction *3	2012/13	2012/13							\$19,700												\$19,700	
TOTAL COST			\$6,306			\$9,131		\$0,800	\$19,700												\$35,937	
FUNDING PROGRAM																						
Measure "C" Extension																					\$0,000	
STIP			\$6,306																		\$6,306	
SLPP									\$10,400												\$10,400	
RTMF 57% Eligible								\$0,600													\$0,600	
RTMF Loan Measure								\$0,200	\$9,300												\$9,500	
RTMF Loan Prior						\$9,131															\$9,131	
TOTAL FUNDING			\$6,306			\$9,131		\$0,800	\$19,700												\$35,937 M	

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P&E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT D SR 180 EAST TRIMMER SPRINGS RD. TO FRANKWOOD AVE.

Planned Improvement: Widen to 4 Lane Expressway on 4 Lane Right-of-Way
Inflated Cost: \$104.462 million
Year of Completion: 2018
Priority Number: N/A
Responsible Agency: Caltrans



Revision Date: January 23, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																		TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24		
Preliminary Engineering *1	Prior	2011/12	\$1,578			\$3,691		\$3,248	\$7,079												\$15,596	
Right-of-Way *2	Prior	2012/13	\$3,979					\$1,252	\$21,921												\$27,152	
Construction *3	2015/16	2015/16												\$59,400	\$2,314						\$61,714	
TOTAL COST			\$5,557			\$3,691		\$4,500	\$29,000					\$59,400	\$2,314						\$104,462	
FUNDING PROGRAM																						
Measure "C" Extension								\$0,102						\$8,844							\$8,946	
Prior Measure "C"														\$4,000	\$2,314						\$6,314	
STIP			\$5,557			\$0,102		\$4,398	\$2,700					\$34,665							\$47,422	
Other State						\$3,589								\$1,600							\$5,189	
RTMFLloan Measure									\$19,500												\$19,500	
RTMFLloan Prior									\$6,800					\$8,400							\$15,200	
Fed Aid -RSTP/CMAQ/DEMO														\$1,891							\$1,891	
TOTAL FUNDING			\$5,557			\$3,691		\$4,500	\$29,000					\$59,400	\$2,314						\$104,462 M	

^{*1} Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT E FRIANT RD. COPPER AVE. TO MILLERTON RD.

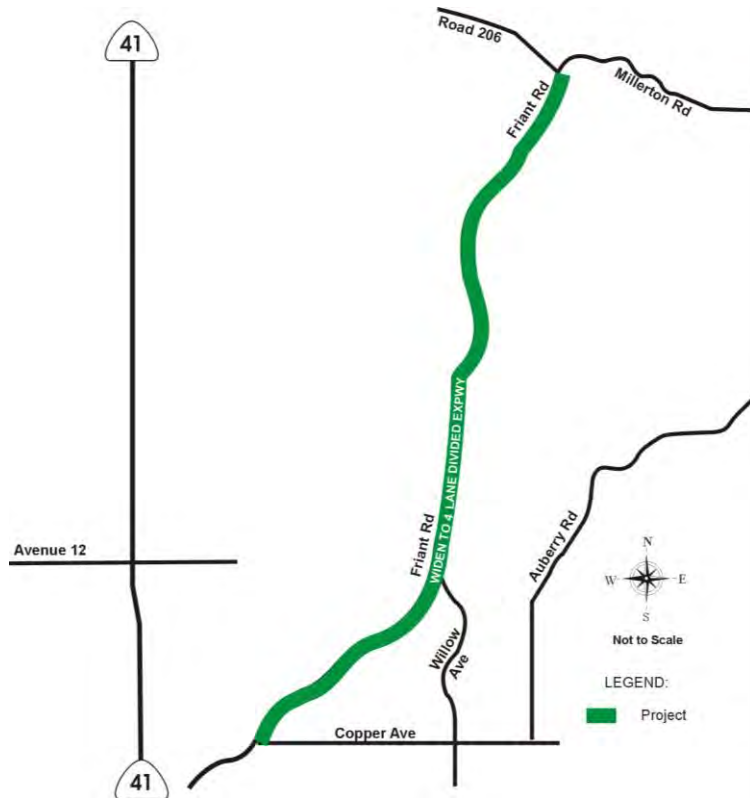
Planned Improvement: Widen to 4 Lane Divided Expressway (Phase 3 of a Three Phase Project)

Inflated Cost: \$4.120 million

Year of Completion: 2009 - COMPLETED

Priority Number: 1

Responsible Agency: County of Fresno



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering ^{*1}																					
Right-of-Way ^{*2}																					
Construction ^{*3}	2008/09	2008/09			\$4.120																\$4.120
TOTAL COST					\$4.120																\$4.120
FUNDING PROGRAM																					
Measure "C" Extension					\$4.120																\$4.120
TOTAL FUNDING					\$4.120																\$4.120 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

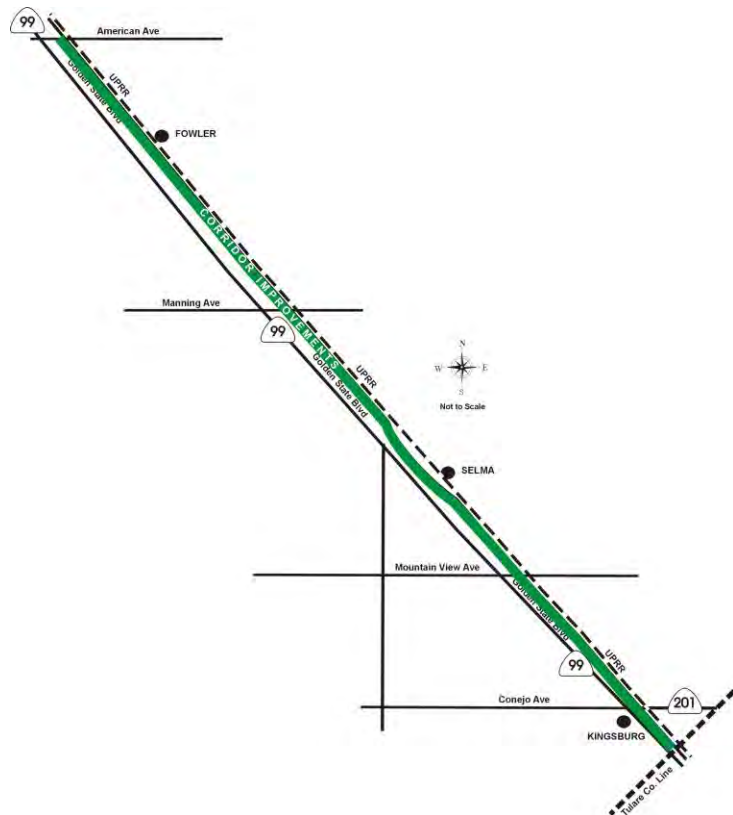
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT F GOLDEN STATE BOULEVARD AMERICAN AVE. TO TULARE COUNTY LINE

Planned Improvement: Provide Various Corridor Improvements
Inflated Cost: \$53.724 million
Year of Completion: 2020
Priority Number: 3
Responsible Agency: County of Fresno/Fresno COG



Revision Date: January 23, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering *1	2008/09	2017/18			\$0.515	\$0.065				\$3.951				\$0.429							\$4.960
Right-of-Way *2															\$39.176	\$9.588					\$48.764
Construction *3	2018/19	2019/20																			
TOTAL COST					\$0.515	\$0.065				\$3.951				\$0.429	\$39.176	\$9.588					\$53.724
FUNDING PROGRAM																					
Measure "C" Extension					\$0.515	\$0.065				\$3.951				\$0.429	\$39.176	\$9.588					\$53.724
TOTAL FUNDING					\$0.515	\$0.065				\$3.951				\$0.429	\$39.176	\$9.588					\$53.724 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

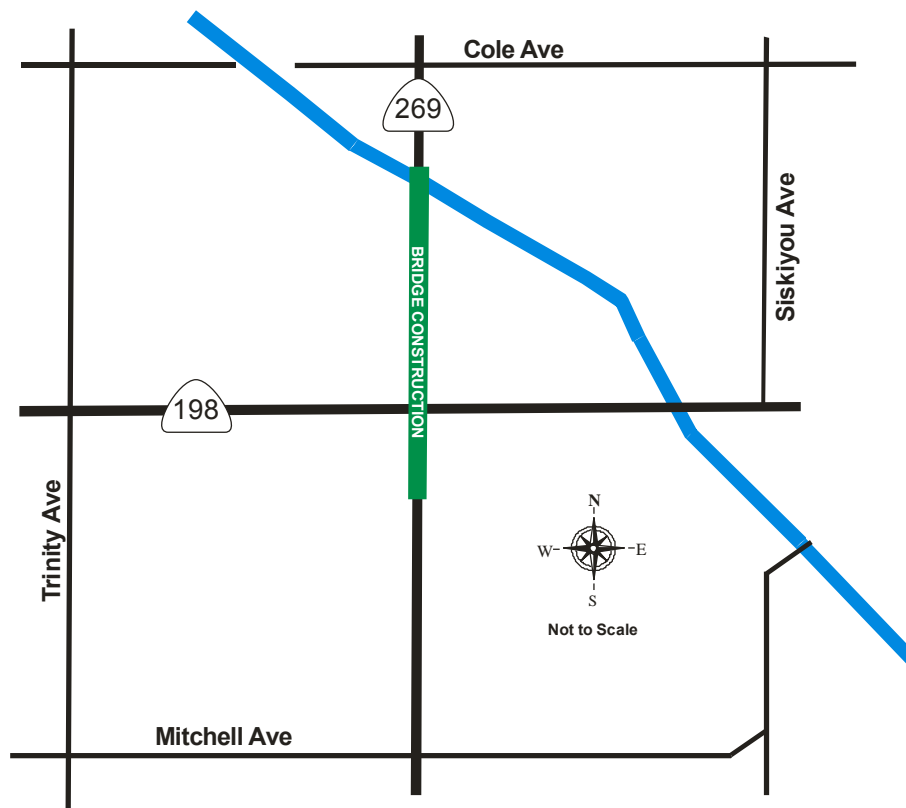
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT G SR 269 BRIDGE AT SR 109

Planned Improvement: Construct Bridge
Inflated Cost: \$28.720 million
Year of Completion: 2018
Priority Number: N/A
Responsible Agency: Caltrans



Revision Date: January 23, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering ^{*1}	2010/11	2012/13					\$1.700		\$3.000												\$4.700
Right-of-Way ^{*2}	2014/15	2014/15									\$1.520										\$1.520
Construction ^{*3}	2017/18	2017/18												\$22.500							\$22.500
TOTAL COST							\$1.700		\$3.000		\$1.520			\$22.500							\$28.720
FUNDING PROGRAM																					
Measure "C" Extension																					\$0.000
Prior Measure											\$1.220										\$1.220
Other State							\$1.700		\$3.000		\$0.300			\$22.500							\$27.500
TOTAL FUNDING							\$1.700		\$3.000		\$1.520			\$22.500							\$28.720 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

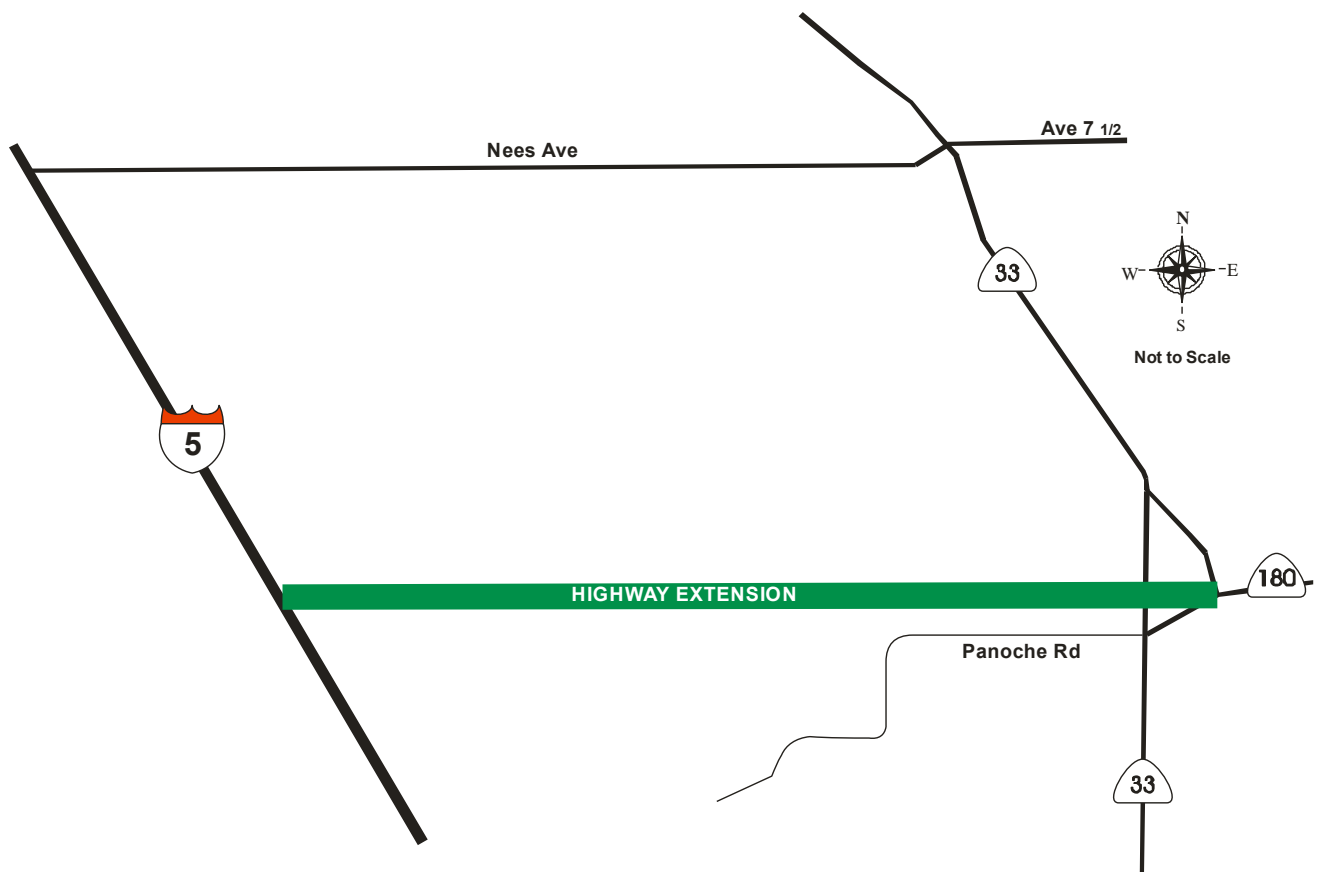
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT H SR 180 West SR 33 TO I-5

Planned Improvement: Extend SR 180 to I-5
Inflated Cost: \$305.110 million
Year of Completion: 2027
Priority Number: N/A
Responsible Agency: Caltrans



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

To be determined.

Short-Term Regional Transportation Program

RURAL PROJECT I MOUNTAIN VIEW AVE. BETHEL AVE. TO TULARE COUNTY LINE

Planned Improvement: Widen to 4 Lane Divided Arterial
Inflated Cost: \$23.538 million
Year of Completion: 2016
Priority Number: 2
Responsible Agency: County of Fresno



Revision Date: January 23, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering *1	2008/09	2008/09			\$2.041																\$2.041
Right-of-Way *2	2009/10	2009/10				\$3.660															\$3.660
Construction *3	2012/13	2015/16							\$1.453	\$3.491		\$12.893									\$17.837
TOTAL COST					\$2.041	\$3.660			\$1.453	\$3.491		\$12.893									\$23.538
FUNDING PROGRAM																					
Measure "C" Extension					\$2.041	\$3.660			\$1.453	\$3.491		\$12.893									\$23.538
TOTAL FUNDING					\$2.041	\$2.334			\$1.453	\$3.491		\$12.893									\$23.538 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT J ACADEMY AVE. MANNING AVE. TO INDUSTRIAL PARK

Planned Improvement: Reconstruction
Inflated Cost: \$1.948 million
Year of Completion: 2010 - COMPLETED
Priority Number: 5
Responsible Agency: City of Parlier



Revision Date: January 23, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																		TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24		
Preliminary Engineering *1	2008/09	2008/09			\$0.219																\$0.219	
Right-of-Way *2	2008/09	2008/09			\$0.371																\$0.371	
Construction *3	2009/10	2009/10				\$1.358															\$1.358	
TOTAL COST					\$0.590	\$1.358															\$1.948	
FUNDING PROGRAM																						
Measure "C" Extension					\$0.590	\$1.358															\$1.948	
TOTAL FUNDING					\$0.590	\$1.358															\$1.948 M	

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

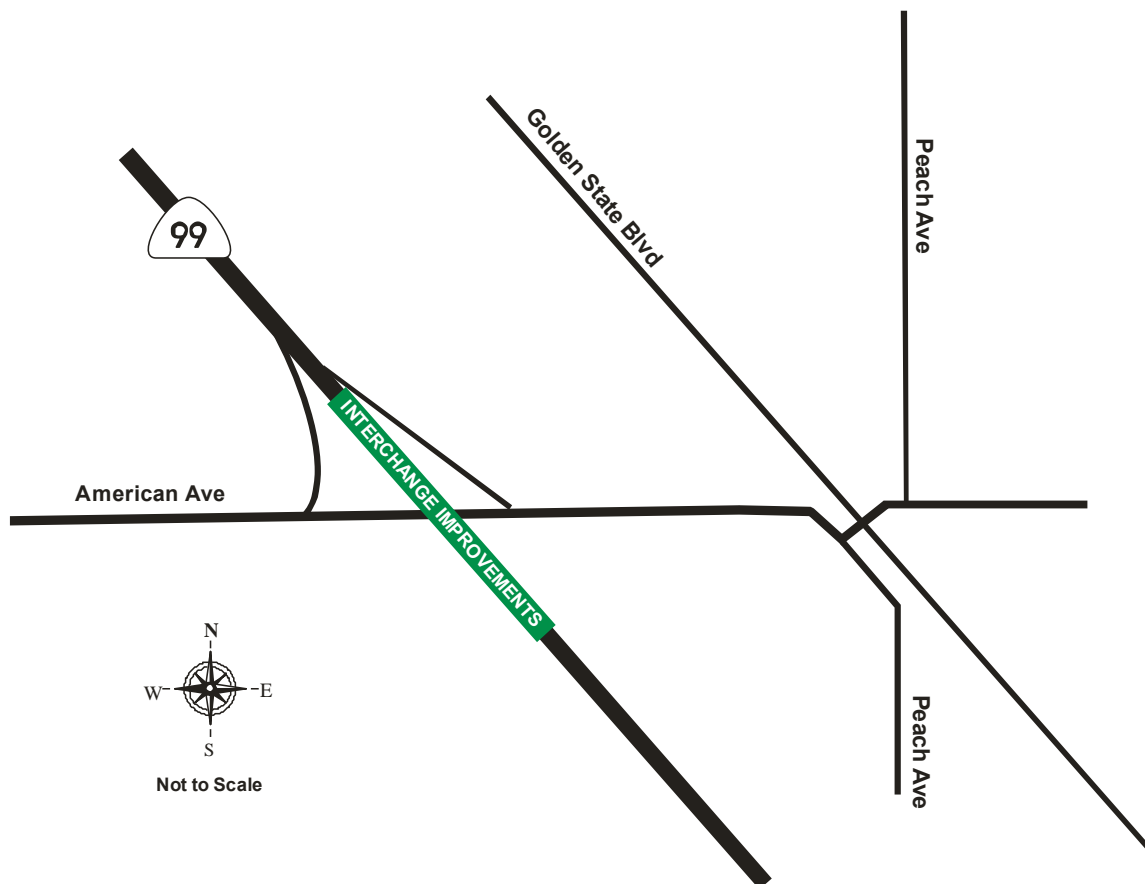
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT K AMERICAN AVE. INTERCHANGE AT SR 99

Planned Improvement: Interchange Improvements
Inflated Cost: \$60.171 million
Year of Completion: 2024
Priority Number: N/A
Responsible Agency: Caltrans



Revision Date: January 23, 2018

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2023/24																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Preliminary Engineering ^{*1}	2017/18	2021/22												\$0.350	\$3.322			\$4.492			\$8.164
Right-of-Way ^{*2}	2021/22	2021/22																\$2.709			\$2.709
Construction ^{*3}	2023/24	2023/24																		\$49.298	\$49.298
TOTAL COST														\$0.350	\$3.322			\$7.201		\$49.298	\$60.171
FUNDING PROGRAM																					
Measure "C" Extension																				\$25.830	\$25.830
Prior Measure														\$0.350	\$3.322			\$7.201		\$23.468	\$34.341
TOTAL FUNDING														\$0.350	\$3.322			\$7.201		\$49.298	\$60.171 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

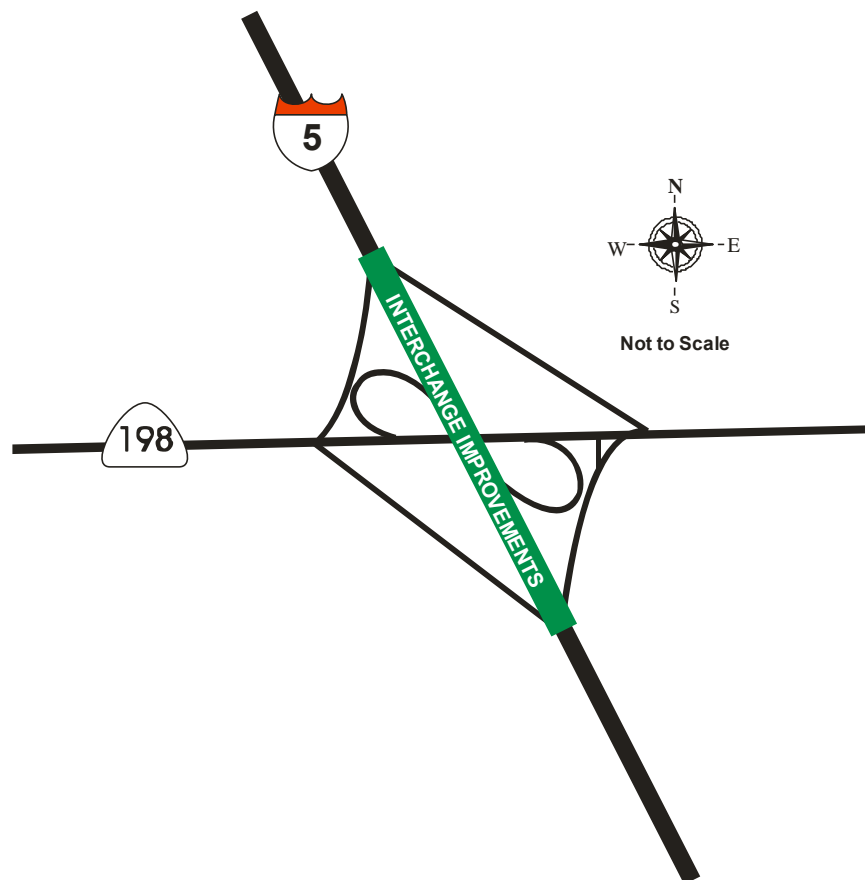
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT L I-5/SR 198 I-5/SR 198 INTERCHANGE

Planned Improvement:	Interchange Improvements
Inflated Cost:	\$18.236 million
Year of Completion:	2027
Priority Number:	N/A
Responsible Agency:	Caltrans



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

To be determined.

APPENDIX H

REGIONAL TRANSPORTATION PROGRAM

PROJECT CERTIFICATION AND MULTI FUNDING INVOICE

MEASURE C REVENUES

To: Fresno County Transportation Authority

From: _____

Address: _____

Telephone: _____

Email Address: _____

Fax: _____

1. Applicable Regional Transportation Program: (Check One)

Yes _____

No _____

If Yes: Indicate Type of Regional Transportation Program

Urban Subprogram _____

Rural Subprogram _____

2. Applicable Funding Sub-Program for this Invoice: (Check One)

Regional Transportation Program

Original Funds _____

Extension Funds _____

3. Other Program for this Invoice:

RTMF Funding _____

4. Project Identifier, Name & Limits: (Example: Rural Project A, Academy Ave. between Manning & Industrial Park)

5. _____ is an eligible agency of funds for Short-Term Regional Transportation Program purposes and the RTMF Program pursuant to California Public Utilities Code Section 142257.

6. The Fresno County Transportation Authority has entered into an agreement with the agency listed above allocating _____ in Measure "C" Regional Transportation Program funds or RTMF Program funds to the project identified above and available to the responsible agency. This project could be funded with Original Measure; Extension Measure ; or Regional Transportation Mitigation Impact Fee funds or a mixture of any or all of these funds. This invoice will stipulate the type of funding reimbursement requested. On behalf of the responsible agency, I hereby request release of such funds as indicated below to the City of Fresno in accordance with:

- (a) The amount shown in this invoice (below) **NOTE: Attach appropriate source documentation to substantiate costs**
- (b) Compliance with Steps 5 and 6 of the Short-Term Regional Transportation Program Handbook

Requested Funding Amount:
(This invoice only): _____

Invoice No: _____
Invoice Date: _____

Project Phase:	Total Project Funding (Approved Allocation):	Requested Project Funding Using This Invoice:	Previous Project Funding Paid by FCTA for Previous Invoices:	Remaining Project Funding (Balance):
PE ^{*1}				
ROW ^{*2}				
Construction ^{*3}				
Total:	\$ -	\$ -	\$ -	\$ -

*1 Preliminary Engineering: Preliminary Design/Engineering (PS&E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction and Construction Management

7. On behalf of responsible agency, I hereby certify as follows:

- (a) That the Subprogram funds checked above are not being used to substitute for property tax funds which the responsible agency had previously used for regional or other transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257
- (b) That the responsible agency has segregated property tax revenues from its other general fund revenues used to support the Subprogram of funds checked above so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to the responsible agency's entire general fund
- (c) That the responsible agency shall account for the Subprogram of funds checked above and received pursuant to Public Utilities Code Section 142257. The responsible agency shall maintain current records in accordance with generally accepted accounting principles, and shall separately record expenditures for each type of eligible purpose. The responsible agency shall make such records available to the Authority for inspection or audit at any time

8. The responsible agency understands that should financial or compliance audit exceptions be found, the Fresno County Transportation Authority will take immediate steps to resolve the exceptions in accordance with its adopted procedures.

Agency Authorized Signature: _____

Title: _____

Date: _____

APPENDIX H

REGIONAL TRANSPORTATION PROGRAM

PROJECT CERTIFICATION AND INVOICE

MEASURE C REVENUES

To: Fresno County Transportation Authority

From: _____

Address: _____

Telephone: _____ Fax: _____

Email Address: _____

1. Applicable Regional Transportation Program: (Check One)

Regional Transportation Program

Urban Subprogram _____

Rural Subprogram _____

2. Applicable Funding Sub-Program for this Invoice: (Check One)

Regional Transportation Program

Original Funds _____

Extension Funds _____

RTMF Funding _____

3. Project Identifier, Name & Limits: (Example: Rural Project A, Academy Ave. between Manning & Industrial Park)

4. _____ is an eligible agency of funds for Short-Term Regional Transportation Program purposes pursuant to California Public Utilities Code Section 142257.

5. The Fresno County Transportation Authority has entered into an agreement with the agency listed above allocating _____ in Measure "C" Regional Transportation Program funds to the project identified above and available to the responsible agency. This project could be funded with Original Measure; Extension Measure ; or Regional Transportation Mitigation Impact Fee funds or a mixture of any or all of these funds. This invoice will stipulate the type of funding reimbursement requested. On behalf of the responsible agency, I hereby request release of such funds as indicated below to the City of Fresno in accordance with:

- (a) The amount shown in this invoice (below) **NOTE: Attach appropriate source documentation to substantiate costs**
- (b) Compliance with Steps 5 and 6 of the Short-Term Regional Transportation Program Handbook

Requested Measure C Funding Amount:

(This invoice only): _____

Funding Program:

(This invoice only): _____

Enter Amount

Original, Extension, RTMF funding

Project Phase:	Total Measure C Project Funding (Approved Allocation):	Requested Measure C Project Funding Using This Invoice:	Previous Measure C Project Funding Paid by FCTA for Previous Invoices:	Remaining Measure C Project Funding (Balance):
PE ^{*1}				
ROW ^{*2}				
Construction ^{*3}				
Total:	\$ -	\$ -	\$ -	\$ -

*1 Preliminary Engineering: Preliminary Design/Engineering (PS&E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction and Construction Management

6. On behalf of responsible agency, I hereby certify as follows:

- (a) That the Subprogram funds checked above are not being used to substitute for property tax funds which the responsible agency had previously used for regional or other transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257
- (b) That the responsible agency has segregated property tax revenues from its other general fund revenues used to support the Subprogram of funds checked above so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to the responsible agency's entire general fund
- (c) That the responsible agency shall account for the Subprogram of funds checked above and received pursuant to Public Utilities Code Section 142257. The responsible agency shall maintain current records in accordance with generally accepted accounting principles, and shall separately record expenditures for each type of eligible purpose. The responsible agency shall make such records available to the Authority for inspection or audit at any time

7. The responsible agency understands that should financial or compliance audit exceptions be found, the Fresno County Transportation Authority will take immediate steps to resolve the exceptions in accordance with its adopted procedures.

Agency Authorized Signature: _____

Title: _____

Date: _____

APPENDIX H

TRANSIT ORIENTED INFRASTRUCTURE FOR IN-FILL DEVELOPMENT PROGRAM (TOD) PROJECT CERTIFICATION AND INVOICE MEASURE C TOD REVENUES

To: Fresno County Transportation Authority

From: _____

Address: _____

Telephone: _____

Email Address: _____

Fax: _____

1. Applicable TOD Program: (Check One)

Yes _____

No _____

If Yes: Indicate Type of TOD Program

Urban _____

Rural _____

2. Applicable Funding Sub-Program for this Invoice: (Check One)

TOD _____

Capital _____

Improvement _____

Project _____

Planning Project _____

Housing In-fill Incentive

Program Project _____

3. Project Identifier, Name & Limits: (Example: Urban Project: Fullton Mall Reconstruction Engineering & Environmental)

4. _____ is an eligible agency of funds for TOD Program purposes pursuant to the Measure C Extension Strategic Implementation Plan.

5. The Fresno County Transportation Authority has entered into an agreement with the agency listed above allocating _____

in Measure "C" Transit Oriented for In Fill Development Program (TOD) funds to the project identified above and available to the responsible agency.

This invoice will stipulate the type of funding reimbursement requested. On behalf of the responsible agency, I hereby request release of such funds as indicated below to the City of Fresno in accordance with:

- (a) The amount shown in this invoice (below) **NOTE: Attach appropriate source documentation to substantiate costs**
- (b) Compliance with Steps 5 and 6 of the Measure "C" Extension Strategic Implementation Plan and the TOD Guidelines

Requested Measure C Funding Amount:

(This invoice only): _____

Enter Amount

Invoice No: _____

Invoice Date: _____

Subprogram:	Total Measure C Project Funding (Approved Allocation):	Requested Measure C Project Funding Using This Invoice:	Previous Measure C Project Funding Paid by FCTA for Previous Invoices:	Remaining Measure C Project Funding (Balance):
INFRASTRUCTURE IMPROVEMENT				
PLANNING				
HOUSING IN-FILL INCENTIVE				
Total:	\$ -	\$ -	\$ -	\$ -

6. On behalf of responsible agency, I hereby certify as follows:

- (a) That the Subprogram funds checked above are not being used to substitute for property tax funds which the responsible agency had previously used for regional or other transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257.
- (b) That the responsible agency has segregated property tax revenues from its other general fund revenues used to support the Subprogram of funds checked above so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to the responsible agency's entire general fund.
- (c) That the responsible agency shall account for the Subprogram of funds checked above and received. The responsible agency shall maintain current records in accordance with generally accepted accounting principles, and shall separately record expenditures for each type of eligible purpose. The responsible agency shall make such records available to the Authority for inspection or audit at any time.

7. The responsible agency understands that should financial or compliance audit exceptions be found, the Fresno County Transportation Authority will take immediate steps to resolve the exceptions in accordance with its adopted procedures.

Agency Authorized Signature: _____

Title: _____

Date: _____

APPENDIX I

MEASURE C EXTENSION

LOCAL TRANSPORTATION PROGRAM PASS THROUGH REVENUE FOR STREET MAINTENANCE FUND SUB PROGRAM FY 20XX-XX EXPENDITURE REPORTING REQUIREMENTS

(Completed form must be submitted to FCTA no later than November 15 or future funds will be stopped until compliance is met.
Complete one form for each Sub Program and detail the expenditures in the Schedule of Projects on the 2nd page.)

TO: **Fresno County Transportation Authority**
FROM: **ELIGIBLE AGENCY** (Name of Agency)
Address: _____
Contact Name: _____ Phone: _____ FAX: _____
Email Address: _____

Date Accepted
by FCTA
Board

Local Transportation Program

Street Maintenance Sub Program Reporting for FYXX/XX:

Total Street Maintenance Revenue Allocations to Date: \$ 2,684,532.15

Street Maintenance Beginning Fund Balance: _____

This amount should match your prior year Ending Balance reported to Authority.

Street Maintenance Prior Year Adjustments: _____

This amount reflects adjustments made to this program after your prior year reports were filed. Indicate supporting details below.
They should match this amount.

Street Maintenance Adjusted Beginning Fund Balance: -

This amount adds for you and will reflect your adjusted Beginning Balance after prior year adjustment.

Street Maintenance Facilities Revenues: _____

This amount should match the revenue allocations reported to you by the Authority and your Financial Reports.

Street Maintenance Interest Revenue: _____

This amount represents interest revenue allocated to the sub program by the Agency for the fiscal year, as required.

Street Maintenance Available Fund Balance: \$ -

This amount represents available fund balance to the sub program before expenditures by the Agency for the fiscal year.

Street Maintenance Expenditures: _____

This amount represents your expenditures for the fiscal year for this sub program and should match the expenditures on page 2
of this report and your Financial Reports.

(You must detail expenditures below:)

Net Change (+/-) -

Net Change calculates for you (i.e. Revenue minus Expenditure)

FYXX/XX Street Maintenance Ending Balance: \$ -

This amount will be your Beginning Balance on next fiscal year's report.

(Balance to be held in reserve.)

Projects eligible under this Category include projects or programs that match the following recommended definition of "street and highway maintenance, rehabilitation, reconstruction, and storm damage repair." A "program" is defined as a group or category of projects such as slurry seal projects, patching projects, etc. An appropriate percentage or pro-ration of maintenance/rehabilitation equipment, audit, and overhead costs attributable to projects or programs under the Measure C Street Maintenance/Rehabilitation Category is an eligible expense. Per AB 2958 (Prop 42) language for local agency allocations (Revenue and taxation code, Section 7104 (e). 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 Street Maintenance Sub Program the following terms have the following meanings: Maintenance means either or both of the following:

Patching or spot repair in the existing pavement such as pothole patching, grinding and resurfacing, or total reconstruction of a failed pavement section for a small area or dig-out and Overlay and/or 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 reconstruction, resurfacing, and rehabilitation projects that are not on a freeway but doesn't 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.

For further detail on eligible expenditures of the Street Maintenance Sub Program or further definitions and guidelines of the Local Transportation Program please refer to the Measure C Extension Local Agency Handbook.

Completed By: _____ Title: _____ Date: _____

This Reporting Form was prepared under the direction of the Public Works Director, Engineer, Transit Administrator or Other Authorized Official of the agency listed above. By filing this form you are certifying that expenditures listed on this form are valid expenditures and to the best of your knowledge reflect your financial statements.

Local Transportation Program
ADA Compliance Schedule of Expenditures for FYXX/XX:

TOTAL PROJECT COSTS

ELIGIBLE AGENCY[illegible]

Notes: (* Provide a sampling of the types of expenditures for the projects listed above and if you have a prior year adjustment you need to explain it in the area provided below.) Expenditures listed above will be audited for compliance.

Sample Project Street Maintenance funds were used for labor and street rehabilitation of Ash Avenue from Polk to Future street.

It is the intent of Measure C to leverage funds wherever possible. If you are using Measure C funds to leverage other state or federal grants please indicate what grant funds were received and the ratio of grant money and Measure funds.

PROJECT COST BREAKDOWN BY FUNDING SOURCE

[illegible]

NOTES: (Use this area to provide further clarification on your report.)

**MEASURE C EXTENSION
LOCAL TRANSPORTATION PROGRAM PASS THROUGH REVENUE FOR ADA FUND SUB PROGRAM
FY 20XX-XX EXPENDITURE REPORTING REQUIREMENTS**

(Completed form must be submitted to FCTA no later than November 15 or future funds will be stopped until compliance is met.
Complete one form for each Sub Program and detail the expenditures in the Schedule of Projects on the 2nd page.)

TO:	Fresno County Transportation Authority		Date Accepted
FROM:	ELIGIBLE AGENCY	(Name of Agency)	by FCTA
Address:	_____		Board
Contact Name:	_____	Phone: _____	FAX: _____
Email Address:	_____		

Local Transportation Program

ADA Compliance Sub Program Reporting for FYXX/XX:

Total ADA Compliance Revenue Allocations to Date: \$ 88,474.76

ADA Compliance Beginning Fund Balance:	-	This amount should match your prior year Ending Balance reported to Authority.
ADA Compliance Prior Year Adjustments:	-	This amount reflects adjustments made to this program after your prior year reports were filed. Indicate supporting details below. They should match this amount.
ADA Compliance Adjusted Beginning Fund Balance:	-	This amount adds for you and will reflect your adjusted Beginning Balance after prior year adjustment.
ADA Compliance Facilities Revenues:	-	This amount should match the revenue allocations reported to you by the Authority and your Financial Reports.
ADA Compliance Interest Revenue:	-	This amount represents interest revenue allocated to the sub program by the Agency for the fiscal year, as required.
ADA Compliance Available Fund Balance:	\$ -	This amount represents available fund balance to the sub program before expenditures by the Agency for the fiscal year.
ADA Compliance Expenditures:	-	This amount represents your expenditures for the fiscal year for this sub program and should match the expenditures on page 2 of this report and your Financial Reports.
(You must detail expenditures below:)		Net Change calculates for you (i.e. Revenue minus Expenditure)
Net Change (+/-)	-	
<hr style="border-top: 3px double #000;"/>		
FYXX/XX ADA Compliance Ending Balance:	\$ -	This amount will be your Beginning Balance on next fiscal year's report.
(Balance to be held in reserve.)		

Local agencies will receive 1.75% of Measure C Extension Local Transportation Funds over 20-years for ADA compliance including curb cuts and ramps to remove barriers, as well as other special transportation services for jurisdictions to meet the current requirements of the Americans with Disabilities Act (ADA). Communities already in compliance would not have to meet this mandate and jurisdictions that receive less than \$200,000 annually from the total local transportation program would also be exempt from this provision.

Projects eligible under this Category must deal with ADA compliance issues and include: curb cuts and ramps to remove barriers; striping and other special transportation services (that "non-compliance" ADA projects).

For further detail on eligible expenditures of the ADA Compliance Sub Program or further definitions and guidelines of the Local Transportation Program refer to the Measure C Extension Local Agency Handbook.

Completed by: _____ **Title:** _____ **Date:** _____

This Reporting Form was prepared under the direction of the Public Works Director, Engineer, Transit Administrator or Other Authorized Official of the agency listed above. By filing this form you are certifying that expenditures listed on this form are valid expenditures and to the best of your knowledge reflect your financial statements.

Local Transportation Program
ADA Compliance Schedule of Expenditures for FYXX/XX:

TOTAL PROJECT COSTS

ELIGIBLE AGENCY

Name of Project/Program	Project Limits	Total Measure C Funding	*Prior Year ADA Adjustments	Total Project Cost
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-

Notes: (* Provide a sampling of the types of expenditures for the projects listed above and if you have a prior year adjustment you need to explain it in the area provided below.) Expenditures listed above will be audited for compliance.

It is the intent of the Measure to leverage funds wherever possible. If you are using Measure C funds to leverage other state or federal grants please indicate what grant money was used and the ration of grant money and Measure funds. Please indicate the

PROJECT COST BREAKDOWN BY FUNDING SOURCE

Name of Project/Program Listed Above	Measure C ADA Compliance Funding	Amount	Other Measure C Funding	Amount	List Other Funding Source	Amount	List Other Funding Source	Amount	Total Project Expenditures
Sample Bike & Widening Project	ADA	100,000.00	Bicycle Funds	250,000.00	Local Funds	350,000.00		-	700,000.00
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
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		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		100,000.00		250,000.00		350,000.00		-	700,000.00

Total FYXX/XX ADA Compliance Expenditures: \$ -

NOTES: (Use this area to provide further clarification on your report.)

**MEASURE C EXTENSION
LOCAL TRANSPORTATION PROGRAM PASS THROUGH REVENUE FOR FLEXIBLE FUND SUB PROGRAM
FY 20XX-XX EXPENDITURE REPORTING REQUIREMENTS**

(Completed form must be submitted to FCTA no later than November 15 or future funds will be stopped until compliance is met.
Complete one form for each Sub Program and detail the expenditures in the Schedule of Projects on the 2nd page.)

TO:	Fresno County Transportation Authority		Date Accepted
FROM:	ELIGIBLE AGENCY	(Name of Agency)	by FCTA
Address:	_____		Board
Contact Name:	_____	Phone: _____	FAX: _____
Email Address:	_____		

Local Transportation Program

Flexible Funds Sub Program Reporting for FYXX/XX:

Total Flexible Funds Revenue Allocations to Date: \$ 2,596,057.38

Flexible Beginning Fund Balance:	-	This amount should match your prior year Ending Balance reported to Authority.
Flexible Prior Year Adjustments:	-	This amount reflects adjustments made to this program after your prior year reports were filed. Indicate supporting details below. They should match this amount.
Flexible Funds Adjusted Beginning Fund Balance:	-	This amount adds for you and will reflect your adjusted Beginning Balance after prior year adjustment.
Flexible Funds Facilities Revenues:	-	This amount should match the revenue allocations reported to you by the Authority and your Financial Reports.
Flexible Funds Interest Revenue:	-	This amount represents interest revenue allocated to the sub program by the Agency for the fiscal year, as required.
Total Flexible Funds Available Fund Balance:	\$ -	This amount represents available fund balance to the sub program before expenditures by the Agency for the fiscal year.
Total Flexible Funds Expenditures:	-	This amount represents your expenditures for the fiscal year for this sub program and should match the expenditures on page 2 of this report and your Financial Reports.
<small>(You must detail expenditures below:)</small>		
Net Change (+/-)	-	Net Change calculates for you (i.e. Revenue minus Expenditure)
<hr style="border-top: 3px double #000;"/>		
FYXX/XX Flexible Funds Ending Balance:	\$ -	This amount will be your Beginning Balance on next fiscal year's report.
<small>(Ending Balance reflect reserve balances.)</small>		

Approximately 15% of Measure C Extension Local Transportation Program funds is provided to local agencies for "flexible" funding programs or for any transportation project they feel is warranted (example: transit, pothole repair, match for new federal or State programs expended after July 1, 2007. Any transportation project is eligible for "flexible funding". Such projects include, but are not limited to the following: Capacity increasing street and road projects; rehabilitation/maintenance/reconstruction projects; signals and other stop control devices or signage; medians; street trees and street landscaping; street lighting; easements dedicated to a local agency such as public utility easements, pedestrian and landscaping easements; bridges both 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) projects; bicycle/trail/pedestrian projects; aviation projects; rail projects; public transit projects; overhead and audit costs and other transportation-related improvements/projects (bus stop facilities, street sweepers, detour equipment, etc.).

Further clarification of eligible expenditures for the Flexible Funds Sub Program or the Local Transportation Program can be found in the Measure C Extension Local Agency Handbook.

Completed By: _____	Title: _____	Date: _____
----------------------------	---------------------	--------------------

This Reporting Form was prepared under the direction of the Public Works Director, Engineer, Transit Administrator or Other Authorized Official of the agency listed above. By filing this form you are certifying that expenditures listed on this form are valid expenditures and to the best of your knowledge reflect your financial statements.

Local Transportation Program

Flexible Funds Schedule of Expenditures for FYXX/XX:

TOTAL PROJECT COSTS

ELIGIBLE AGENCY[illegible]

Notes: (* Provide a sampling of the types of expenditures for the projects listed above and if you have a prior year adjustment you need to explain it in the area provided below.) Expenditures listed above will be audited for compliance.

It is the intent of the Measure to leverage funds wherever possible. If you are using Measure C funds to leverage other state or federal grants please indicate what grant money was used and the ration of grant money and Measure funds. Please indicate the

PROJECT COST BREAKDOWN BY FUNDING SOURCE

Name of Project/Program Listed Above	Measure C Flexible Funding	Amount	Other Measure C Funding	Amount	List Other Funding Source	Amount	List Other Funding Source	Amount	Total Project Expenditures
Sample Bike & Widening Project	Flexible	100,000.00	Bicycle Funds	250,000.00	Local Funds	350,000.00		-	700,000.00
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
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		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		100,000.00		250,000.00		350,000.00		-	700,000.00

Total FYXX/XX Flexible Funds Expenditures: \$ -

NOTES: (Use this area to provide further clarification on your report.)

MEASURE C EXTENSION

LOCAL TRANSPORTATION PROGRAM PASS THROUGH REVENUE FOR PEDESTRIAN/TRAILS FACILITIES SUB PROGRAM

FY 20XX-XX EXPENDITURE REPORTING REQUIREMENTS

(Completed form must be submitted to FCTA no later than November 15 deadline or future funds will be stopped until compliance is met.
Complete one form for each Sub Program and detail the expenditures in the Schedule of Projects on the 2nd page.)

TO:	Fresno County Transportation Authority		Date Accepted
FROM:	ELIGIBLE AGENCY	(Name of Agency)	by FCTA Board
Address:	<hr/>		
Contact Name:	<hr/>	Phone: <hr/>	FAX: <hr/>
Email Address:	<hr/>		

Local Transportation Program

Pedestrian/Trails Facilities Sub Program Reporting for FYXX/XX:

Total Pedestrian/Trails Facilities Revenue Allocations to Date: \$ 673,858.34

Pedestrian/Trails Facilities Beginning Fund Balance:	<hr style="border-top: 1px solid black;"/> -	This amount should match your prior year Ending Balance reported to Authority.
Ped./Trails Prior Year Adjustments:	<hr style="border-top: 1px solid black;"/> -	This amount reflects adjustments made to this program after your prior year reports were filed. Indicate supporting details below. They should match this amount.
Pedestrian/Trails Adjusted Beginning Fund Balance:	<hr style="border-top: 1px solid black;"/> -	This amount adds for you and will reflect your adjusted Beginning Balance after prior year adjustment.
Pedestrian/Trails Facilities Revenues:	<hr style="border-top: 1px solid black;"/> -	This amount should match the revenue allocations reported to you by the Authority and your Financial Reports.
Pedestrian/Trail Interest Revenue:	<hr style="border-top: 1px solid black;"/> -	This amount represents interest revenue allocated to the sub program by the Agency for the fiscal year, as required.
Pedestrian/Trails Facilities Available Fund Balance:	<hr style="border-top: 1px solid black;"/> \$ -	This amount represents available fund balance to the sub program before expenditures by the Agency for the fiscal year.
Total Pedestrian/Trails Facilities Expenditures:	<hr style="border-top: 1px solid black;"/> -	This amount represents your expenditures for the fiscal year for this sub program and should match the expenditures on page 2 of this report and your Financial Reports.
<i>(You must detail expenditures below:)</i>		
Net Change (+/-)	<hr style="border-top: 1px solid black;"/> -	Net Change calculates for you (i.e. Revenue minus Expenditure)
<hr style="border-top: 3px double black;"/>		
FYXX/XX Pedestrian/Trails Facilities Ending Balance:	<hr style="border-top: 1px solid black;"/> \$ -	This amount will be your Beginning Balance on next fiscal year's report.
<i>(Ending Balance reflect reserve balances.)</i>		

Approximately 3% of Measure C Extension Local Transportation Program funds is provided to local agencies to fund significant improvements to the existing and planned pedestrian and trail systems. This will minimize traffic disruption and maximize safety for trail users and pedestrians.

Pedestrian/Bicycle Trails projects eligible for the Pedestrian/Trails Facilities sub program. Such projects include the following: Pedestrian/Bicycle trail facilities; signage and striping; Master Plan preparation and updates and other Program-related facilities and support facilities.

By January 1, 2012, all jurisdictions who receive these funds within Fresno County will have updated and/or adopted a Master Plan for Pedestrian/Trail Facilities that promotes connectivity within all of Fresno County and its urban areas. If any jurisdiction fails to meet this goal, the earmarked funds for Pedestrian and Trails facilities shall be withheld by the Authority until such time as a jurisdiction is in compliance. Jurisdictions with less than 25,000 population threshold are exempt from the earmarked funds for pedestrian/bicycle trails and earmarked funds for bicycle facilities. Jurisdictions with population threshold of 25,000 - 75,000 may combine the earmarked funds for implementing projects conforming to any of the provided definitions and jurisdictions with a population threshold greater than 75,000 must meet each of the earmark targets for 1) Pedestrian/Bicycle Trails and 2) Bicycle Facilities.

Every five years there will be a compliance test where jurisdictions must certify to the Authority that they have spent their earmark funds, but the time frame allows funds to accumulate up to a five year segment if needed for match purposes or a large project than the spending goals must be met thereafter.

Further clarification of eligible expenditures for the Pedestrian/Trails Facilities Sub Program or the Local Transportation Program can be found in the Measure C Extension Local Agency Handbook.

Completed By:

 Title:

 Date:

This Reporting Form was prepared under the direction of the Public Works Director, Engineer, Transit Administrator or Other Authorized Official of the agency listed above. By filing this form you are certifying that expenditures listed on this form are valid expenditures and to the best of your knowledge reflect your financial statements.

Local Transportation Program **TOTAL**
Pedestrian/Trails Facilities Schedule of Expenditures for FYXX/XX:

TOTAL PROJECT COSTS

ELIGIBLE AGENCY

[illegible]

Notes: (* Provide a sampling of the types of expenditures for the projects listed above and if you have a prior year adjustment you need to explain it in the area provided below.) Expenditures listed above will be audited for compliance.

It is the intent of the Measure to leverage funds wherever possible. If you are using Measure C funds to leverage other state or federal grants please indicate what grant money was used and the ration of grant money and Measure funds. Please indicate the

PROJECT COST BREAKDOWN BY FUNDING SOURCE

Name of Project/Program Listed Above	Measure C Pedestrian Trails Funding	Amount	Other Measure C Funding	Amount	List Other Funding Source	Amount	List Other Funding Source	Amount	Total Project Expenditures
Sample Bike & Widening Project	Pedestrian/Trails	100,000.00	Bicycle Funds	250,000.00	Local Funds	350,000.00		-	700,000.00
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
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		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		100,000.00		250,000.00		350,000.00		-	700,000.00

Total FYXX/XX Ped./Trail Facilities Expenditures: \$ -

NOTES: (Use this area to provide further clarification on your report.)

**MEASURE C EXTENSION LOCAL TRANSPORTATION
LOCAL TRANSPORTATION PROGRAM PASS THROUGH REVENUE FOR BICYCLE FACILITIES SUB PROGRAM
FY 20XX-XX EXPENDITURE REPORTING REQUIREMENTS**

(Completed form must be submitted to FCTA no later than November 15th or future funds will be stopped until compliance is met.
Complete one form for each Sub Program and detail the expenditures in the Schedule of Projects on the 2nd page.)

TO:	Fresno County Transportation Authority				Date Accepted By FCTA
FROM:	ELIGIBLE AGENCY	(Name of Agency)			
Address:					
Contact Name:		Phone:		FAX:	
Email Address:					

Local Transportation Program

Bicycle Facilities Sub Program Reporting for FYXX/XX:

Total Bicycle Facilities Revenue Allocations to Date: \$ 162,521.30

Bicycle Facilities Beginning Fund Balance:	-	This amount should match your prior year Ending Balance reported to Authority.
Prior Year Adjustments:	-	This amount reflects adjustments made to this program after your prior year reports were filed. Indicate supporting details below.
		They should match this amount.
Bicycle Facilities Adjusted Beginning Fund Balance:	-	This amount adds for you and will reflect your adjusted Beginning Balance after prior year adjustment.
Bicycle Facilities Revenues:	-	This amount should match the revenue allocations reported to you by the Authority and your Financial Reports.
Bicycle Interest Revenue:	-	This amount represents interest revenue allocated to the sub program by the Agency for the fiscal year, as required.
Bicycle Facilities Available Fund Balance: \$	-	This amount represents available fund balance to the sub program before expenditures by the Agency for the fiscal year.
Total Bicycle Facilities Expenditures:	-	This amount represents your expenditures for the fiscal year for this sub program and should match the expenditures on page 2
(You must detail expenditures below:)		of this report and your Financial Reports.
Net Change (+/-)	-	Net Change calculates for you (i.e. Revenue minus Expenditure)
<hr style="border-top: 3px double #000;"/>		
FYXX/XX Bicycle Facilities Ending Balance: \$	-	This amount will be your Beginning Balance on next fiscal year's report.
(Ending Balance reflect reserve balances.)		

Approximately 1% of the Measure C Extension Local Transportation Program is provided to fund significant improvements to the existing and planned bicycle facilities and/or systems. This will minimize traffic disruption and maximize safety for bicyclists.

By January 1, 2012 all jurisdictions within Fresno County will have updated and/or adopted a Master Plan for bicycle facilities that promotes connectivity within all of Fresno County and its urban areas. If any jurisdiction fails to meet this goal, the earmarked funds for bicycle facilities shall be withheld by the Authority until such time as a jurisdiction is in compliance. Jurisdictions with less than 25,000 population threshold are exempt from the earmarked funds for pedestrian/bicycle trails and earmarked funds for Bicycle Facilities. Jurisdictions with population threshold of 25,000 - 75,000 may combine the earmarked funds for implementing projects conforming to any of the provided definitions and jurisdictions with a population threshold greater than 75,000 must meet each of the earmark targets for 1) Pedestrian/Bicycle Trails and 2) Bicycle Facilities.

Bicycle projects are eligible for Bicycle Sub Program funding. Such projects include the following: Class II Bicycle Facilities, signage and striping; Master Plan preparation and updates and other program-related facilities and support facilities.

Every five years there will be a compliance test where jurisdictions must certify to the Authority that they have spent their earmark funds, but the time frame allows funds to accumulate up to a five year segment if needed for match purposes or a large project than the spending goals must be met thereafter.

Further clarification of eligible expenditures for the Bicycle Facilities Sub Program or the Local Transportation Program can be found in the Measure C Extension Local Agency Handbook.

Completed By:	Title:	Date:
<hr style="border-top: 1px solid black;"/>		
This Reporting Form was prepared under the direction of the Public Works Director, Engineer, Transit Administrator or Other Authorized Official of the agency listed above. By filing this form you are certifying that expenditures listed on this form are valid expenditures and to the best of your knowledge reflect your financial statements.		

ELIGIBLE AGENCY

Notes: (* Provide a sampling of the types of expenditures for the projects listed above and if you have a prior year adjustment you need to explain it in the area provided below.) Expenditures listed above will be audited for compliance.

It is the intent of the Measure to leverage funds wherever possible. If you are using Measure C funds to leverage other state or federal grants please indicate what grant money was used and the ration of grant money and Measure funds. Please indicate the details below

Name of Project/Program Listed Above	Measure C Bicycle Facilities Funding	Amount	Other Measure C Funding	Amount	List Other Funding Source	Amount	List Other Funding Source	Amount	Total Project Expenditures
Sample Bike & Widening Project	Bicycle Funds	100,000.00	Flexible Funds	250,000.00	Local Funds	350,000.00		-	700,000.00
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
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		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		100,000.00		250,000.00		350,000.00		-	700,000.00
Total FYXX/XX Bicycle Facilities Expenditures:		\$ -							

APPENDIX J

MEASURE C EXAMPLE PROJECT SIGNAGE SPECIFICATIONS



**Drawing is for layout purposes only; sign substrate and framing shall be per CalTrans Standard Plans.

This template can be applied to a 3' X 4' size sign as well. It is understood that each local agency has its own sign standards or they can apply Caltrans standards, incorporated above. The Authority can design the template for a local agency upon request and can incorporate local agency logos into the template, if desired. The fabrication would be the responsibility of the local agency. The cost for design and fabrication is an eligible expense of Measure C funding.

All school buses replaced with Measure C funding are required to be signed showing Funding Provided by Measure C along with the Measure C logo. Signage requirements as indicated in the California Highway Patrol Title 13 of the California Code of Regulations section 1256.5 G(3) states that a sign providing acknowledgement of a sponsor's donation of a school bus is allowed. The sign must be placed below the bottom edge of the passenger's side window glass and not closer than 12 inches from any required sign. The school district is allowed to make their own sign or contact the Authority who will provide the sign to the district. The cost of design and fabrication is an eligible expense of Measure C funding.

APPENDIX K

Fresno County Measure C Transit Oriented Infrastructure for In-Fill Development (TOD) Program Policies and Guidelines

**Fresno Council of Governments
Fresno County Transportation Authority**

August 2017

The Transit Oriented Infrastructure for In-Fill Development (TOD) program was created in the 2006 Measure C Extension Plan. The goals of the Measure C TOD allocation are to support community-based transit projects that:

- 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; and
- Support well-designed, high-density housing and mixed uses near transit.

In addition to encouraging transit supportive land use surrounding the transit corridors to boost transit ridership in the Fresno County region, the Measure C 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.

As described in the 2006 Measure C Extension Expenditure Plan, the TOD program provides funding to 3 types of projects/programs that are competitive-based:

- A. 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 could be used for preliminary design and environmental studies, engineering, land acquisition, and construction;
- B. 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; and
- C. Housing in-fill incentive program would reward local governments for encouraging developers to build compact designs with higher housing densities, affordable, accessible housing, and mixed uses that are characteristic of well-implemented Transit Oriented Design in other cities developments at transit stops. Local government agencies could spend funds to supplement development fees or on a capital project that supports new housing development connections to transit.

Who Can Apply?

City and County governments in Fresno County are eligible for the TOD funding. Private sector or non-profit organizations can apply for the TOD funding through the representation of the local government where the project is located.

Program Application Areas

To receive funding from this program, projects must be within ½ mile of an existing bus stop or a proposed bus stop/High Speed Rail station that is in the latest Regional Transportation Plan (RTP).

Eligible projects within all the jurisdictions in Fresno County may apply.

Funding Availability

Based on the Strategic Implementation Plan (SIP) for the Measure C Extension, which was released in 2015 by the Fresno County Transportation Authority, there will be a total of \$16.9 million available over 20 years in the TOD program. Approximately \$850,000 is accrued annually. The funding level for each cycle will differ year from year depending upon revenue accrued.

No local match is required.

Funding Cycle

Call for projects will be issued annually. In order to ensure that the TOD funding is expended effectively and efficiently, only projects that receive an average score of 70 points or above will be funded by the program. If there are not enough qualified projects submitted in a given funding cycle, the remaining amount not granted from the cycle will be rolled into the subsequent year's funding pool. The Fresno COG Policy Board reserves the right not to fund any projects or to fund less than the amount available for a given funding cycle.

For a large project that exceeds the funding available in the present cycle, an eligible jurisdiction may apply for multi-year funding for the project. If one or more multi-year projects are selected for funding and there are no other qualified applications, it/they will receive all of the funding for the cycle if their application requests add to at least that amount. The shares received by each of the multi-year projects will be determined by the scoring committee. If there are qualified single-year and multi-year projects, half of the funding in the funding cycle will be set aside for the multi-year projects, and all the projects, including the multi-year projects, will compete for the second half of the funding in the cycle. Should a multi-year project be approved for funding, funding will not become available to the recipient until each annual funding cycle. The application must specify the amount of funding requested in each funding cycle.

After the 2018 funding cycle is concluded, the 2017 Program Policies and Guidelines will be reviewed and the effectiveness of the 2017 Program Policies and Guidelines will be reported back to the Fresno COG Policy Board and the Fresno County Transportation Authority Board.

Project Selection Process

A panel that includes Fresno COG staff, representatives from the TOD Technical Advisory Committee and COG member agencies will evaluate, score and rank the proposed projects. The selected project(s) will go through Fresno COG Transportation Technical Committee, Policy Advisory Committee, and Policy Board for endorsement, and will be presented to Fresno County Transportation Authority for final approval.

The scoring committee consists of one representative from the each of the following entities:

1. Fresno Council of Governments
2. Fresno County Transportation Authority
3. Fresno Area Express
4. City of Fresno
5. City of Clovis
6. Eastside Cities
7. Westside Cities
8. County of Fresno
9. the public – development community
10. the public – environment/health
11. the public – other sectors
12. Clovis Transit
13. Fresno County Rural Transit Agency

Projects will be scored based on the scoring system specified in the program guidelines. The average score of a project is derived as the average of all the scores received. In order to ensure a fair process, scorers will not score the projects that are submitted by or through the agency they represent. Any projects that receive an average score of less than 70 points will be automatically disqualified.

A. Capital Improvement Program

Eligible Activities

Eligible capital improvement projects include pedestrian, bicycle, transit facilities and other infrastructure improvement that will support and enhance transit oriented development. Applicants should document how the proposed projects will increase “location efficiency” so people can walk, bike and take transit; boost ridership and minimize single occupancy vehicles; provide a rich mix of housing, shopping and transportation choices; generate revenue for the public and private sectors and provide value for both new and existing residents and create a sense of place.

Capital Improvement Projects include but not limited to:

- Improvements to transit facilities
- Improvements to bike and pedestrian facilities
- Public plazas

- Streetscape enhancement
- Parking structure
- Other infrastructure upgrade to support transit oriented development (e.g. water & sewers)

Funds can be used for preliminary design, environmental studies, engineering, land acquisition and construction.

Project Evaluation

1. Nexus to Transit Oriented Development

The application must demonstrate that development supported by the project is transit oriented, and conforms to all applicable adopted plans. The project will be scored based on how the project will advance TOD principles and how well the project will contribute to a livable and viable community.

2. Land Use Characteristics in the Project Area

The applicant will identify existing as well as planned land use conditions in the development area that the project supports. The project will be scored based on residential density, employment intensity, as well as the level of mixed use in the surrounding areas. Projects must support development with a minimum residential density of 15 units per acre in the Fresno Clovis Metropolitan Area and 10 units per acre in the rest of the County.

3. Transportation Characteristics

The applicant will demonstrate how the project will improve accessibility to transit, and connectivity of trips by alternative mode such as walking and bicycling in the TOD areas the project serves. An exemplary project will support multi-modal access to transit service and enhance bicycle and pedestrian travel to facilitate non-auto trips within the TOD area.

For projects that are not directly related to transportation, the applicant will identify the existing or planned conditions of transit accessibility as well as the bike/pedestrian environment in the areas that the project supports.

4. Project Design

The purpose of transit oriented development is to create vibrant and livable places/communities around transit stations. Project design contributes significantly to the attractiveness of a place. The highest scored projects would be those that would likely bring positive impacts to the physical appearance of the project area; or where there are already design principles in place to guide the development in the project area.

5. Parking

The applicant will provide the existing parking inventory in the project area, and identify existing and future parking policies in the area. A project will be scored favorably if there are

existing or planned parking policies in the project area that would provide for TOD friendly parking. Examples of such TOD friendly parking policies include but are not limited to: reduced parking requirements, shared parking, reciprocal access agreement, transit friendly parking design, transit supportive zoning, etc.

6. *Green Buildings*

Green building is the practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life-cycle from siting to design, construction, operation, maintenance, renovation and deconstruction.

Green buildings are designed to reduce the overall impact of the built environment on human health and the natural environment by:

- Efficiently using energy, water, and other resources
- Protecting occupant health and improving employee productivity
- Reducing waste, pollution and environmental degradation

For example, green buildings may incorporate sustainable materials in their construction (e.g., reused, recycled-content, or made from renewable resources); create healthy indoor environments with minimal pollutants (e.g., reduced product emissions); and/or feature landscaping that is low-allergen, non-invasive and reduces water usage (e.g., by using native plants that survive without extra watering).

A project will be scored favorably if green building practice is incorporated in the development that the project supports.

7. *Affordable Housing*

A project that supports an affordable housing development will be scored favorably. Affordable housing means housing that has an Affordable Housing Cost or Affordable Rent as defined in Section 50052.5 or 50053(a) of the California Health and Safety Code, or any successor section thereto.

Scoring Criteria

I. Land Use Characteristics in the Project Area (max 30 points)

1. Residential Density (max 15 points)

Projects in the Fresno Clovis Metropolitan Area (FCMA) supporting development with a residential density of 30 units per acre and above will receive a max of 15 points, 10 points for projects with the density at 20 -30 units, and 5 points for projects with the density at 15-20 units. The minimum density required for projects in the FCMA is 15 units per acre.

Projects outside the FCMA supporting development with a residential density of 20 units per acre and above will receive a max of 15 points, 10 points for

projects with the density at 15-20 units per acre, and 5 points for projects with density at 10-15 units per acre. The minimum density required for projects outside of the FCMA is 10 units per acre.

2. *Employment Intensity (max 5 points)*

Projects supporting development that brings higher concentration of jobs will be scored more favorably than low employment intensity development.

3. *Mixed-uses (max 5 points)*

Projects that support a variety of land uses, and internalize non-commute trips through walking and biking, will be scored favorably.

4. *Affordable Housing (max 5 points)*

Projects that support or provide affordable housing will receive maximum 5 points.

II. Transportation Characteristics in the Project Area (max 30 points)

1. *Transit Accessibility (max 20 points)*

Projects that improve transit accessibility in the project area will receive maximum 10 points.

2. *Bike/Pedestrian Enhancement (max 10 points)*

Projects that improve bike/pedestrian environment to facilitate non-auto trips in the project area will receive maximum 10 points

III. Project Design (max 10 points)

Projects that support development whose aesthetic design provides a safe and pedestrian friendly environment will be awarded maximum of 10 points. For example, development with doors and windows oriented towards the sidewalk to provide “eyes on the street”.

IV. Parking Policies (max 10 points)

Projects that support development with TOD friendly parking policies in place, or development within the area of an adopted plan that provides such policies, will receive maximum 10 points.

V. Sustainable Green Building Design (max 5 points)

Projects that support development with sustainable green building design as defined in the Project Evaluation section will receive a maximum of 5 points.

VI. Community Support (max 10 points)

Projects that are developed through an inclusive planning process with broad private and public partnership will receive maximum of 10 points.

VII. Subjective Evaluation (max 5 points)

The scoring committee may use this category to consider factors of overriding concerns. Examples may include, but are not limited to: quality of project, how the project addresses issues in the community, how the project will contribute to a livable, viable and sustainable community, economic impact, etc.

B. Planning Program

Eligible Activities

Planning grants award funding to planning activities that will develop station area plans, transit corridor specific plans or any other specific plans that focus on creating vibrant and livable communities through investment on transit oriented development. Applicants should document how the proposed projects will increase “location efficiency” so people can walk, bike and take transit; boost ridership and minimize single occupancy vehicles; provide a rich mix of housing, shopping and transportation choices; generate revenue for the public and private sectors and provide value for both new and existing residents and create a sense of place.

Planning projects include but not limited to:

- Station area plans
- Transit corridor specific plans
- Specific plans that address parking requirement/district, or urban design guidelines in the designated TOD areas

Awards can be used to pay for professional services and project management as required by the planning efforts.

Project Evaluation

1. Nexus to Transit Oriented Development

The application must demonstrate the project’s nexus to transit oriented development. The planning project will be scored based on how the project will advance the TOD principles and how well the project will contribute to a livable and viable community. The exemplary project would help achieve the goal of boosting transit ridership through land use changes, and providing multi-modal transportation access to job, school or recreational destinations.

2. Planning Elements

A successful planning project will include analysis of existing and planned land use/employment conditions, transit accessibility, street connectivity, urban design characteristics, and TOD friendly parking policies in the project area. The highest scored projects will demonstrate the most transit friendly elements such as mixed use, high residential density, concentration of employment, convenient access to transit, abundant choice of other travel alternatives, aesthetic design, etc.

3. *Project Impact*

The highest scored planning project in this category will include anticipated implementation actions such as programming of funds for infrastructure projects, adoption of zoning changes, or other formal action by the City Council or Board of Supervisors that will result in tangible changes such as general plan amendment, a community plan or a specific plan thereto.

4. *Green Buildings*

Green building is the practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life-cycle from siting to design, construction, operation, maintenance, renovation and deconstruction.

Green buildings are designed to reduce the overall impact of the built environment on human health and the natural environment by:

- Efficiently using energy, water, and other resources
- Protecting occupant health and improving employee productivity
- Reducing waste, pollution and environmental degradation

For example, green buildings may incorporate sustainable materials in their construction (e.g., reused, recycled-content, or made from renewable resources); create healthy indoor environments with minimal pollutants (e.g., reduced product emissions); and/or feature landscaping that is low-allergen, non-invasive and reduces water usage (e.g., by using native plants that survive without extra watering).

A project will be scored favorably if green building practice is incorporated in the project.

5. *Affordable Housing*

A planning project that includes a housing strategy that promotes affordable housing will be scored more favorably. Affordable housing means housing that has an Affordable Housing Cost or Affordable Rent as defined in Section 50052.5 or 50053(a) of the California Health and Safety Code, or any successor section thereto.

Scoring Criteria

I. Planning Elements (maximum 35 points)

The highest scored project will address the planning elements listed under the Project Evaluation section. A successful project will demonstrate support for transit oriented development through these planning elements.

II. Plan Implementation (maximum 30 points)

A successful project will demonstrate potential of timely implementation of the plan. The project will be scored favorably if it leads to a capital improvement project or other tangible changes such as a general plan amendment.

III. Local Commitment and Community Support (maximum 10 points)

The high scored project will have broad community support (public involvement to date, letter of support, etc). Demonstration of developers and property owners' support and being part of the planning process will also be strong evidence for local commitment.

IV. Affordable Housing (maximum 10 points)

Planning projects that include strategies to promote affordable housing will receive maximum 10 points.

V. Sustainable Green Buildings (maximum 5 points)

Planning projects that include strategies to promote sustainable green building design will receive maximum 5 points.

VI. Subjective Evaluation (10 points)

The scoring committee may use this category to consider factors of overriding concerns. Examples may include, but are not limited to: the quality of the planning project, how the project addresses issues in the community, how the project will contribute to a livable, viable and sustainable community, economic impact, etc.

C. Housing In-fill Incentive Program

Eligible Activities

The Housing In-fill Program was designed to reward local governments for encouraging developers to build higher density housing with TOD characteristics. Local government could spend funds to supplement development fees or on a capital infrastructure project that would support transit oriented development. The Housing In-fill Incentive funds could be expended on two types of programs/projects:

- Capital improvement projects as defined under the Capital Improvement Projects Program that would support transit oriented development
- Forgiveness of impact fees or other infrastructure capital cost for residential development within a specified area described in the Program Application Areas section above

Project Evaluation

1. Nexus to Transit Oriented Development

The project applicant will demonstrate the project nexus to transit oriented development through its density, accessibility to transit facilities, level of mix uses if applicable, affordability, and other characteristics of TOD communities.

2. *Density*

Development supported by the project must have a minimum residential density of 15 units per acre in the FCMA or 10 units per acre in the rest of the County.

3. *Green Buildings*

Green building is the practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life-cycle from siting to design, construction, operation, maintenance, renovation and deconstruction.

Green buildings are designed to reduce the overall impact of the built environment on human health and the natural environment by:

- Efficiently using energy, water, and other resources
- Protecting occupant health and improving employee productivity
- Reducing waste, pollution and environmental degradation

For example, green buildings may incorporate sustainable materials in their construction (e.g., reused, recycled-content, or made from renewable resources); create healthy indoor environments with minimal pollutants (e.g., reduced product emissions); and/or feature landscaping that is low-allergen, non-invasive and reduces water usage (e.g., by using native plants that survive without extra watering).

A project will be scored favorably if green building practice is incorporated in development that the projects support.

4. *Affordable Housing*

A housing project that provides affordable housing will be scored favorably. Affordable housing means housing that has an Affordable Housing Cost or Affordable Rent as described in Section 50052.5 or 50053(a) of the California Health and Safety Code, or any successor section thereto.

5. *Project Readiness*

For applications that propose to support unspecified future development projects (such as an impact fee forgiveness program), the grantee agency must require building permits to be pulled within 24 months of the project being selected for support under this program. If not, the award will be withdrawn, and the funds will be rolled back into the TOD funding pool.

Funds to support a development project will not be disbursed to the grantee agency until the development is complete and receives its certificate of occupancy.

Scoring Criteria

I. Nexus to Transit Oriented Development (maximum 35 points)

A successful applicant will demonstrate strong nexus to transit oriented development through TOD characteristics, such as accessibility to transit, mix uses, affordability, biking and walking environment, etc.

II. Density (maximum 30 points)

Projects in the Fresno Clovis Metropolitan Area (FCMA) supporting development with a residential density of 30 units per acre and above will receive a max of 30 points, 20 points for projects with the density at 20 -30 units, and 10 points for projects with the density between 15-20 units. The minimum density required for projects in the FCMA is 15 units per acre.

Projects outside of the FCMA supporting development with a residential density of 20 units per acre and above will receive a max of 30 points, 20 points for projects with the density at 15-20 units per acre, and 10 points for projects with density at 10-15 units per acre. The minimum density required for projects outside of the FCMA is 10 units per acre.

III. Affordable Housing (maximum 10points)

Projects that provide affordable housing will receive maximum 5 points.

IV. Sustainable Green Building (maximum 5 points)

Projects with sustainable green building design will receive maximum 5 points.

V. Community Support (max 10 points)

Projects that are developed through an inclusive planning process with broad private and public partnership will receive maximum of 10 points.

VI. Subjective Evaluation (10 points)

The scoring committee may use this category to consider factors of overriding concerns. Examples may include, but are not limited to: the quality of the project, how the project addresses issues in the community, how the project will contribute to a livable, viable and sustainable community, economic impact, etc.

