

Measure C Extension Strategic Implementation Plan

Accepted by: Fresno County Transportation Authority Board -

Adopted: May 29, 2013

Revised: June 12, 2024



Measure C Extension Strategic Implementation Plan

Prepared For:



Fresno Council
of Governments

Prepared By:



Approved: May 29, 2013
Revised: June 12, 2024



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 the 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
6	Adds the State Route 41 Excelsior Safety Widening Project to the Regional Transportation Program Tier 1 List of Projects.	May 27, 2021	June 9, 2021

Measure C Transportation Sales Tax Extension
Measure C Strategic Implementation Plan

<i>Amendment #</i>	<i>Amendment Description</i>	<i>Fresno COG Approval Date</i>	<i>FCTA Approval Date</i>
7	Re-allocates \$20,000,000 from Amendment 1 back to the Alternative Transportation Program (now called the Grade Separation Program).	March 30, 2023	April 19, 2023

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
8	2020-21 Update to the Measure C Extension Regional Transportation Program Expenditure Plan, SIP revisions reflecting conversion of the Rail Consolidation Program to the Grade Separation Program, and other necessary revisions	July 30, 2020	August 19, 2020
9	Revised Measure C Strategic Implementation Plan updating each Measure C Program, Subprogram, and Category resulting from	January 25, 2024	June 12, 2024

	Expenditure Plan Amendments 6 and 7 (referenced above), detailed update of the Regional Transportation Program (approved by Fresno COG), as well as other necessary revisions		
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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 was originally estimated to provide \$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 current 20-year estimate is \$1.598 billion, reflecting lower than originally expected revenues due to the 2008 Great Recession and a continued level of uncertainty regarding the economic outlook over the near term. Measure C funds were 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 disburses 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 (\$1.598 billion) 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 is 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. Table 2 provides an overview of the funding estimate expected for the most recent fiscal year (FY 2024/25). These tables will be updated and reflected in the next SIP update.

Measure C Transportation Sales Tax Extension

Measure C Strategic Implementation Plan

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 ^{*4}	AVERAGE ANNUAL MEASURE C FUNDING TOTAL	% OF MEASURE C FUNDING
	\$1,597,598,673	\$79,879,934	100.00%
FUNDING ALLOCATION PROGRAMS			
1. Regional Public Transit Program	\$383,423,682	\$19,171,184	24.0%
<i>Public Transit Agencies</i>	<i>\$314,087,899</i>	<i>\$15,704,395</i>	<i>19.7%</i>
Fresno Area Express (FAX)	\$218,871,018	\$10,943,551	13.7%
Clovis Transit	\$31,472,694	\$1,573,635	2.0%
Fresno County Rural Transit Agency (FCRTA)	\$63,744,187	\$3,187,209	4.0%
<i>Public Transportation Infrastructure Study (PTIS) / Transit Consolidation</i>	<i>\$4,633,036</i>	<i>\$231,652</i>	<i>0.3%</i>
<i>ADA / Seniors / Paratransit</i>	<i>\$12,621,030</i>	<i>\$631,051</i>	<i>0.8%</i>
<i>Ag Worker & Carpool/Vanpool</i>	<i>\$18,532,145</i>	<i>\$926,607</i>	<i>1.2%</i>
Ag Worker	\$9,266,072	\$463,304	0.6%
Carpool/Vanpool	\$9,266,072	\$463,304	0.6%
<i>New Technology Reserve</i>	<i>\$33,549,572</i>	<i>\$1,677,479</i>	<i>2.1%</i>
2. Local Transportation Program	\$552,769,141	\$27,638,457	34.6%
<i>Local Allocation</i>	<i>\$488,865,194</i>	<i>\$24,443,260</i>	<i>30.6%</i>
Street Maintenance (50% of Local Allocation)	\$244,432,597	\$12,221,630	15.3%
ADA Compliance (1.75% of Local Allocation) ^{*1}	\$7,987,993	\$399,400	0.5%
Flexible Funding (48.25% of Local Allocation)	\$236,444,604	\$11,822,230	14.8%
<i>Pedestrian/Trails</i>	<i>\$49,525,559</i>	<i>\$2,476,278</i>	<i>3.10%</i>
Urban (Clovis and Fresno Spheres of Influence)	\$34,348,371	\$1,717,419	2.15%
Rural	\$15,177,187	\$758,859	0.95%
<i>Bicycle Facilities ^{*2}</i>	<i>\$14,378,388</i>	<i>\$718,919</i>	<i>0.9%</i>
3. Regional Transportation Program	\$485,669,997	\$24,283,500	30.4%
Urban (50%)	\$234,847,005	\$11,742,350	14.7%
Rural (50%)	\$234,847,005	\$11,742,350	14.7%
Fresno Airports	\$15,975,987	\$798,799	1.0%
4. Grade Separation Program ^{*3}	\$95,855,920	\$4,792,796	6.0%
<i>Grade Separation Program</i>	<i>\$95,855,920</i>	<i>\$4,792,796</i>	<i>6.0%</i>
5. Environmental Enhancement Program	\$55,915,954	\$2,795,798	3.5%
School Bus Replacement	\$36,744,769	\$1,837,238	2.3%
Transit Oriented Development (TOD)	\$19,171,184	\$958,559	1.2%
6. Administration/Planning Program	\$23,963,980	\$1,198,199	1.5%
Fresno County Transportation Authority (FCTA)	\$15,975,987	\$798,799	1.0%
Fresno Council of Governments (Fresno COG or FCOG)	\$7,987,993	\$399,400	0.5%

^{*1} 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.

^{*2} 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.

^{*3} Expenditure Plan Amendment #1 (October 2010), provides a transfer of \$25 million from the Grade Separation Program (GSP) [formerly known as the Alternative Transportation Program (ATP)] to the new Measure C High-Speed Rail Facilities Program account and requires confirmation from the California High Speed Rail Authority that Fresno will be chosen as the location for their High-Speed Rail (HSR) Heavy Maintenance Facility (HMF). Amendment #3 (February 2017) provided for the immediate transfer of \$500,000 from the Measure C GSP (formerly known as the ATP) to the HSR 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 HMF. On April 22, 2020 the FCTA Board converted the ATP to the GSP - reference Section 4 of this SIP for details. On April 22, 2020 the FCTA Board converted the ATP to the GSP - reference Section 4 of this SIP for details. Amendment #7, approved by the Authority Board on April 19, 2023, re-allocates \$20,000,000 from Amendment 1 back to the Alternative Transportation Program (now called the Grade Separation Program).

^{*4} 20-year Measure C Revenue Projection estimated by Montague and DeRose Associates considering actual proceeds received between 2007 and 2024. A 1.0 percent growth rate was then applied to estimate Measure proceeds for years 2023/24 through 2026/27.

TABLE 2

MEASURE C EXTENSION STRATEGIC IMPLEMENTATION PLAN

Multi-Modal Funding Allocation Program

Fiscal Year 2024/25 Estimated Funding Allocation

MEASURE C REAUTHORIZATION SALES TAX REVENUE	FY 2024/25 MEASURE C FUNDING ESTIMATE ^{*4}	% OF MEASURE C FUNDING
	\$111,477,737	100.00%
FUNDING ALLOCATION PROGRAMS		
1. Regional Public Transit Program	\$26,754,657	24.0%
<i>Public Transit Agencies</i>	<i>\$21,916,523</i>	<i>19.7%</i>
Fresno Area Express (FAX)	\$15,272,449.97	13.7%
Clovis Transit	\$2,196,111.42	2.0%
Fresno County Rural Transit Agency (FCRTA)	\$4,447,961.71	4.0%
<i>Public Transportation Infrastructure Study (PTIS) / Transit Consolidation</i>	<i>\$323,285</i>	<i>0.3%</i>
<i>ADA / Seniors / Paratransit</i>	<i>\$880,674</i>	<i>0.8%</i>
<i>Ag Worker & Carpool/Vanpool</i>	<i>\$1,293,142</i>	<i>1.2%</i>
Ag Worker	\$646,570.87	0.6%
Carpool/Vanpool	\$646,570.87	0.6%
<i>New Technology Reserve</i>	<i>\$2,341,032</i>	<i>2.1%</i>
2. Local Transportation Program	\$38,571,297	34.6%
<i>Local Allocation</i>	<i>\$34,112,188</i>	<i>30.6%</i>
Street Maintenance (50% of Local Allocation)	\$17,056,094	15.3%
ADA Compliance (1.75% of Local Allocation) ^{*1}	\$557,389	0.5%
Flexible Funding (48.25% of Local Allocation)	\$16,498,705	14.8%
<i>Pedestrian/Trails</i>	<i>\$3,455,810</i>	<i>3.10%</i>
Urban (Clovis and Fresno Spheres of Influence)	\$2,396,771	2.15%
Rural	\$1,059,039	0.95%
<i>Bicycle Facilities ^{*2}</i>	<i>\$1,003,300</i>	<i>0.9%</i>
3. Regional Transportation Program	\$33,889,232	30.4%
<i>Urban (50%)</i>	<i>\$16,387,227</i>	<i>14.7%</i>
<i>Rural (50%)</i>	<i>\$16,387,227</i>	<i>14.7%</i>
<i>Fresno Airports</i>	<i>\$1,114,777</i>	<i>1.0%</i>
4. Grade Separation Program ^{*3}	\$6,688,664	6.0%
<i>Grade Separation Program</i>	<i>\$6,688,664</i>	<i>6.0%</i>
5. Environmental Enhancement Program	\$3,901,721	3.5%
<i>School Bus Replacement</i>	<i>\$2,563,988</i>	<i>2.3%</i>
<i>Transit Oriented Development (TOD)</i>	<i>\$1,337,733</i>	<i>1.2%</i>
6. Administration/Planning Program	\$1,672,166	1.5%
<i>Fresno County Transportation Authority (FCTA)</i>	<i>\$1,114,777</i>	<i>1.0%</i>
<i>Fresno Council of Governments (FCOG or Fresno COG)</i>	<i>\$557,389</i>	<i>0.5%</i>

^{*1} 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.

^{*2} 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.

^{*3} Expenditure Plan Amendment #1 (October 2010), provides a transfer of \$25 million from the Grade Separation Program (GSP) [formerly known as the Alternative Transportation Program (ATP)] to the new Measure C High-Speed Rail Facilities Program account and requires confirmation from the California High-Speed Rail Authority that Fresno will be chosen as the location for their High-Speed Rail (HSR) Heavy Maintenance Facility (HMF). Amendment #3 (February 2017) provided for the immediate transfer of \$500,000 from the Measure C GSP (formerly known as the ATP) to the HSR 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 HMF. On April 22, 2020, the FCTA Board converted the ATP to the GSP - reference Section 4 of this SIP for details. Amendment #7, approved by the Authority Board on April 19, 2023, re-allocates \$20,000,000 from Amendment 1 back to the Alternative Transportation Program (now called the Grade Separation Program).

^{*4} Estimate based upon latest 2024/25 Measure proceeds estimate from Montague and DeRose Associates.

Referencing Note 3 in Tables 1 and 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 the 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 38 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 approved **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 toward 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 chooses to participate in the program.

Enhanced litter abatement would be limited to State highways during this pilot program 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.

On April 22, 2020, the FCTA Board converted the Alternative Transportation Program (ATP) to the Grade Separation Program (GSP). This conversion was explicitly contemplated by the 2006 Expenditure Plan should rail consolidation prove infeasible. Therefore, a formal Expenditure Plan Amendment was not required. This revised program is discussed in detail in Section 4 of this SIP.

On May 27, 2021, the Authority Board approved **Amendment No. 6** to the Measure C Extension Expenditure Plan to add the State Route 41 Excelsior Safety Widening Project to the Regional Transportation Program Tier 1 List of Projects. The widening State Route 41 through Fresno County from the City of Fresno to the Kings County line was a candidate for Measure C funding in the Original Measure C passed by the voters in 1986.

The FCTA worked with the California Department of Transportation (Caltrans), to construct 16 miles of 4-lane freeway and expressway along this corridor; and Kings County worked with Caltrans to widen State Route 41 to the Lemoore Air Force Base; however, a 6-mile gap of State Route 41 remained un-widened within Fresno County. Given the increasing vehicle traffic along the corridor resulting in unsafe driving conditions, serious accidents along the un-widened gap increased. To address the issue, the California State Transportation Agency (CALSTA), the California Transportation Commission (CTC), Caltrans, FCTA, and the Fresno Council of Governments (FCOG) entered into discussions to develop a funding plan for the SR 41 Excelsior safety widening project to address the unimproved gap. Following those discussions, the FCTA included the project in the Measure C Regional Transportation Program Rural Tier I list.

Amendment No. 7, approved by the Authority Board on April 19, 2023, re-allocates \$20,000,000 from Amendment 1 back to the Alternative Transportation Program (now called the Grade Separation Program). Details are provided below.

The 2006 Measure "C" Ballot Measure created an Alternative Transportation/Rail Consolidation Program. Amendment No.1 (noted above) established a new Measure C High-Speed Rail Facilities Program and authorized \$25 million to be reallocated from the Alternative Transportation/ Rail Consolidation Program to the new High-Speed Rail Facilities Program, conditioned upon and subsequent to Fresno County being formally designated by the California High-Speed Rail Authority (CHSRA) as the location of the High-Speed Rail Heavy Maintenance Facility (HMF). On February 8, 2017, the FCTA Board approved Amendment No.3 (noted above), authorizing \$500,000 to be allocated to the City of Fresno to obtain property purchase options for the proposed Fresno County location (Fresno Works) of the HMF, leaving \$24,500,000 available from Amendment No. 1. While the CHSRA does not intend to build an HMF for approximately 15 years but has proposed alternative uses for the Fresno Works location of the proposed HMF and has acquired all of the property necessary for the Fresno Works site.

In April 2020, the FCTA Board converted the "Alternative Transportation Program" to the "Grade Separation Program" and identified the Blackstone/McKinley crossings of the BNSF railroad to be the

highest priority project for that Grade Separation Program. The Blackstone/McKinley Grade Separation project needs additional revenues, including those set aside by Amendment No. 1 (noted above). The CHSRA does not need the \$24,500,000 for property acquisition but will need funding to bring public utilities to the Fresno Worksite. The Authority will retain \$4,500,000 of the original \$25 million to potentially offset the cost of bringing public utilities to the Fresno Works site, with any allocation of these funds subject to subsequent action by the COG Policy Board and the FCTA Board.

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 Table 2 (most recent fiscal year or FY 2024/25). 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, other steps apply 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, people with disabilities, 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 2024/25 Estimated Funding Allocation

MEASURE C REAUTHORIZATION SALES TAX REVENUE	FY 2024/25 MEASURE C FUNDING ESTIMATE ^{*4}	% OF MEASURE C FUNDING
	\$111,477,737	100.00%
FUNDING ALLOCATION PROGRAMS		
1. Regional Public Transit Program	\$26,754,657	24.0%
<i>Public Transit Agencies</i>	<i>\$21,916,523</i>	<i>19.7%</i>
Fresno Area Express (FAX)	\$15,272,449.97	13.7%
Clovis Transit	\$2,196,111.42	2.0%
Fresno County Rural Transit Agency (FCRTA)	\$4,447,961.71	4.0%
<i>Public Transportation Infrastructure Study (PTIS) / Transit Consolidation</i>	<i>\$323,285</i>	<i>0.3%</i>
<i>ADA / Seniors / Paratransit</i>	<i>\$880,674</i>	<i>0.8%</i>
<i>Ag Worker & Carpool/Vanpool</i>	<i>\$1,293,142</i>	<i>1.2%</i>
Ag Worker	\$646,570.87	0.6%
Carpool/Vanpool	\$646,570.87	0.6%
<i>New Technology Reserve</i>	<i>\$2,341,032</i>	<i>2.1%</i>

^{*4} Estimate based upon latest 2024/25 Measure proceeds estimate from Montague and DeRose Associates.

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 implementing 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 per 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 (S RTP), 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 “lifeline” service is in the best interest of the community

- Any request to extend such “lifeline” 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 Implementation 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 implementing 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 “lifeline” service is in the best interest of the community
- Any request to extend such “lifeline” 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 Implementation 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 the 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 implementing 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 “lifeline” service is in the best interest of the community
- Any request to extend such “lifeline” 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 the primary and secondary programs listed above.

Other provisions referenced in the last section of this Plan titled “Other Implementation 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 the 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 the 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 cost 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 to plan and refine 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, the 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 Implementation 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 Implementation 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 on 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 who 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 who 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 who 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/drivers that they do not 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 another 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/drivers that they do not want an 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 another 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 daycare 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 individuals 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, the participant's carpool partner(s), and the office supervisor (employer) may be contacted to verify the information provided. We reserve the right to visit a 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 the information provided on the 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-served 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 Implementation 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 benefits 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 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 a 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 do not 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 another 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 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

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

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 broader 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 the 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 on a call for projects and the 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 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 Implementation 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 2024/25 Estimated Funding Allocation

MEASURE C REAUTHORIZATION SALES TAX REVENUE		FY 2024/25 MEASURE C FUNDING ESTIMATE ^{*4}	% OF MEASURE C FUNDING
		\$111,477,737	100.00%
FUNDING ALLOCATION PROGRAMS			
2. Local Transportation Program		\$38,571,297	34.6%
<i>Local Allocation</i>		<i>\$34,112,188</i>	<i>30.6%</i>
	Street Maintenance (50% of Local Allocation)	\$17,056,094	15.3%
	ADA Compliance (1.75% of Local Allocation) ^{*1}	\$557,389	0.5%
	Flexible Funding (48.25% of Local Allocation)	\$16,498,705	14.8%
<i>Pedestrian/Trails</i>		<i>\$3,455,810</i>	<i>3.10%</i>
	Urban (Clovis and Fresno Spheres of Influence)	\$2,396,771	2.15%
	Rural	\$1,059,039	0.95%
<i>Bicycle Facilities</i> ^{*2}		<i>\$1,003,300</i>	<i>0.9%</i>

^{*1} 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.

^{*2} 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.

^{*4} Estimate based upon latest 2024/25 Measure proceeds estimate from Montague and DeRose Associates.

Local Allocation Subprogram

An overview of the 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 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.

Another eligible expense includes updates to the local agency Pavement Management System (PMS) program. Fresno COG prepared a Multi-jurisdictional PMS Study for nine local agencies that did not have an existing PMS program in place. A PMS is designed to provide useful data for analysis so that local agencies can make consistent, cost-effective, and defensible decisions related to the preservation of the street and highway pavement network. With the PMS, local agencies are able to prioritize roadway improvements and better manage their roadway repair and maintenance efforts.

Definitions: 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 the 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 freeways) 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
- Every highway, expressway, super-arterial, arterial, or collector (exempting freeways) 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
- 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 Implementation 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 on 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 Implementation 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 chooses 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 freeways) 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

- Every highway, expressway, super-arterial, arterial, or collector (exempting freeways) 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
- 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 Implementation 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 commuting 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 the 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 facilities 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 the 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, the use of Measure C funds for roadway improvements carries with it certain requirements for pedestrian and bicycle 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,” 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,” 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,” 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,” 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 the 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 ongoing 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 ensure 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 of 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 Implementation 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 promote 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 the 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, super arterials, 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 another 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 adopt a 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 the capital cost of new Class I facility projects or existing Class I facilities that have been extended may be used to determine the eligible “Ongoing Maintenance” threshold
- Measure C Class I Facilities Subprogram funds used for “Ongoing Maintenance” must be expended only on the project used to determine eligibility
- The eligible “Ongoing 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 “Ongoing maintenance” in such a way as to facilitate the annual audit and determine if the “Ongoing 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 the project cost were greater than \$250,000 per mile, the maximum eligible “Ongoing 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

- Potholes, breaks in the asphalt surface, or tree root uplifting
 - Irrigation system repair and upkeep (repair breaks, missing heads)
 - Repair or reset timers
 - Replace or repair stolen or damaged wires
 - Litter removal
 - Replace burned-out light bulbs
- “On-going Maintenance” does not include:
- Resurfacing of asphalt except to do spot repairs from things such as a broken water line
 - Restriping any median lines
 - Installing or replacing signing
 - Paying for the cost of water or electricity
 - Maintenance at adjacent trailheads or parks

Other provisions referenced in the last section of this Plan titled “Other Implementation 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 is 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 of 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 promote 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 the 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 another 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 a 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 exist. 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 Implementation 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 2 years 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 chooses to participate in the program. Enhanced litter abatement would be limited to State highways during this pilot program 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 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 and each of the Subprograms. Note that the Measure C funding estimate was updated and is reflected in this SIP since the Regional Transportation Program was updated and revised by the Fresno COG.

TABLE 5

MEASURE C EXTENSION STRATEGIC IMPLEMENTATION PLAN

Regional Transportation Program

Fiscal Year 2024/25 Estimated Funding Allocation

MEASURE C REAUTHORIZATION SALES TAX REVENUE	FY 2024/25 MEASURE C FUNDING ESTIMATE ^{*4}	% OF MEASURE C FUNDING
	\$111,477,737	100.00%
FUNDING ALLOCATION PROGRAMS		
3. Regional Transportation Program	\$33,889,232	30.4%
Urban (50%)	\$16,387,227	14.7%
Rural (50%)	\$16,387,227	14.7%
Fresno Airports	\$1,114,777	1.0%

^{*4} Estimate based upon latest 2024/25 Measure proceeds estimate from Montague and DeRose Associates.

Implementing Guidelines

Understanding the 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 2006 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 the 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 the 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 a 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 if such a route exists
- ✓ Identical provisions also apply to all local agencies within the County
- ✓ While not mandatory, 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

This section addresses the current four (4) year funding period within the 20-Year Program Measure C Expenditure Plan or between Fiscal Years 2023/24 and 2026/27. Additional details regarding the 20-year Measure C Regional Transportation Program are provided in the 2006 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 the urban and rural Tier 1 projects. Projects will be funded using the following funding sources:

- ✓ 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 are 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 Tier 1 Urban and Rural regional streets and highways projects total slightly less than **\$1.51 billion** (2023/24 estimate). 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 Regional Transportation Program Projects**

Eligible Urban and Rural 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 Regional Transportation Plan (RTP) Update. Presently no Tier 2 Projects are proposed for funding as the Tier 1 list remains underfunded.

Urban and Rural Regional Transportation Subprogram projects are listed in Tables 6 and 7 and are displayed in Figures 1 and 2 in this Plan. In addition, detailed project sheets for each 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 2023/24 Urban Program Project Cost Estimates

Proj. ID	Agency	Location	Limits	2023/24 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	6,367,000
B3	Caltrans	SR 180	Brawley/Hughes Land Scape	6,294,000
C1	Caltrans	SR180/41/168	Braided Ramps	58,919,000
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	360,000
D4a	Fresno	Willow	Teague to Shepherd	193,000
D4b	Fresno	Willow	Shepherd to Behymer	2,865,000
D5	Fresno	Willow	Decatur to Shepherd	3,897,000
D6	Fresno	Willow	International to Copper	783,000
D7	Fresno	Willow	Herndon to Alluvial	5,752,000
D8	Fresno	Willow	Barstow to Escalon	2,267,000
E1	Clovis	Temperance	Enterprise Canal to Nees	2,381,000
E2	Clovis	Temperance	N & S or Sierra	2,679,000
E3	Clovis	Temperance	Shepherd to Nees	451,000
F	Fresno	Ventura	SR41 to SR 99	0
G	Fresno	SR 99	Monterey Bridge	1,207,000
H1	Fresno	California	West to Fruit	1,900,000
H2	Fresno	California	Fruit to Ventura	23,111,000
I2a	Fresno	Peach	Jensen to Butler	0
I2a	Fresno	Peach	Signal @ Church	441,000
I2b	Fresno	Peach	Butler to So SJVRR	7,283,000
I2c	Fresno	Peach	Florence to Church	3,006,000
I2d	Fresno	Peach	Church to Jensen	4,216,000
I3	Fresno	Peach	SR180 to Butler	10,360,000
I4	Fresno	Peach	SR180 to Mckinley	5,777,000
J	Caltrans	SR 41	Aux LN Tulare to "O"	5,345,000
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	24,072,000
L1	Clovis	Shaw	East of Locan	2,360,000
L2	Clovis	Shaw	Dewolf to McCall	22,156,000
M	Caltrans	SR 99	North to Cedar	112,563,000
N1	Fresno	Veterans Blvd	Interchange	91,560,000
N2	Fresno	Veterans Blvd	Shaw/Barstow Bullard/Herndon	54,090,000
Net RTMF Loan				58,964,000
TOTAL URBAN PROJECT COST:				\$845,113,000

TABLE 7

MEASURE C EXTENSION STRATEGIC IMPLEMENTATION PLAN

Regional Transportation Program

Fiscal Year 2023/24 Rural Program Project Cost Estimates

Proj. ID	Responsible Agency	Location	Limits	2023/24 Cost Estimate
A	Caltrans	SR180 W	Yuba/James Passing Lanes	12,782,000
B	Caltrans	SR 180 E	Temperance to Academy	68,443,000
C	Caltrans	SR180 E	Academy to Trimmer	35,937,000
D	Caltrans	SR180 E	Trimmer to Frankwood	107,462,000
E	County	Friant	Copper to Millerton	2,920,000
I1	County	Mountain View	Bethel to Tulare County	18,495,000
F	County	Golden State	American to Tulare County	71,170,000
G	Caltrans	SR 269	Bridge SR198 & Huron	28,820,000
J	Parlier	Academy	Manning to Ind. Park	1,948,000
K	Caltrans	SR 99	American Interchange	75,950,000
H	Caltrans	SR 180 W	SR 180 to I5	305,110,000
L	Caltrans	I-5	SR 198 Interchange	5,000,000
M	Caltrans	SR 41	Excelsior to Elkhorn	70,800,000
Net RTMF Loan				13,399,000
TOTAL RURAL PROJECT COST:				818,236,000

FIGURE 1

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

Urban Tier 1 Projects - Construction Delivery Year

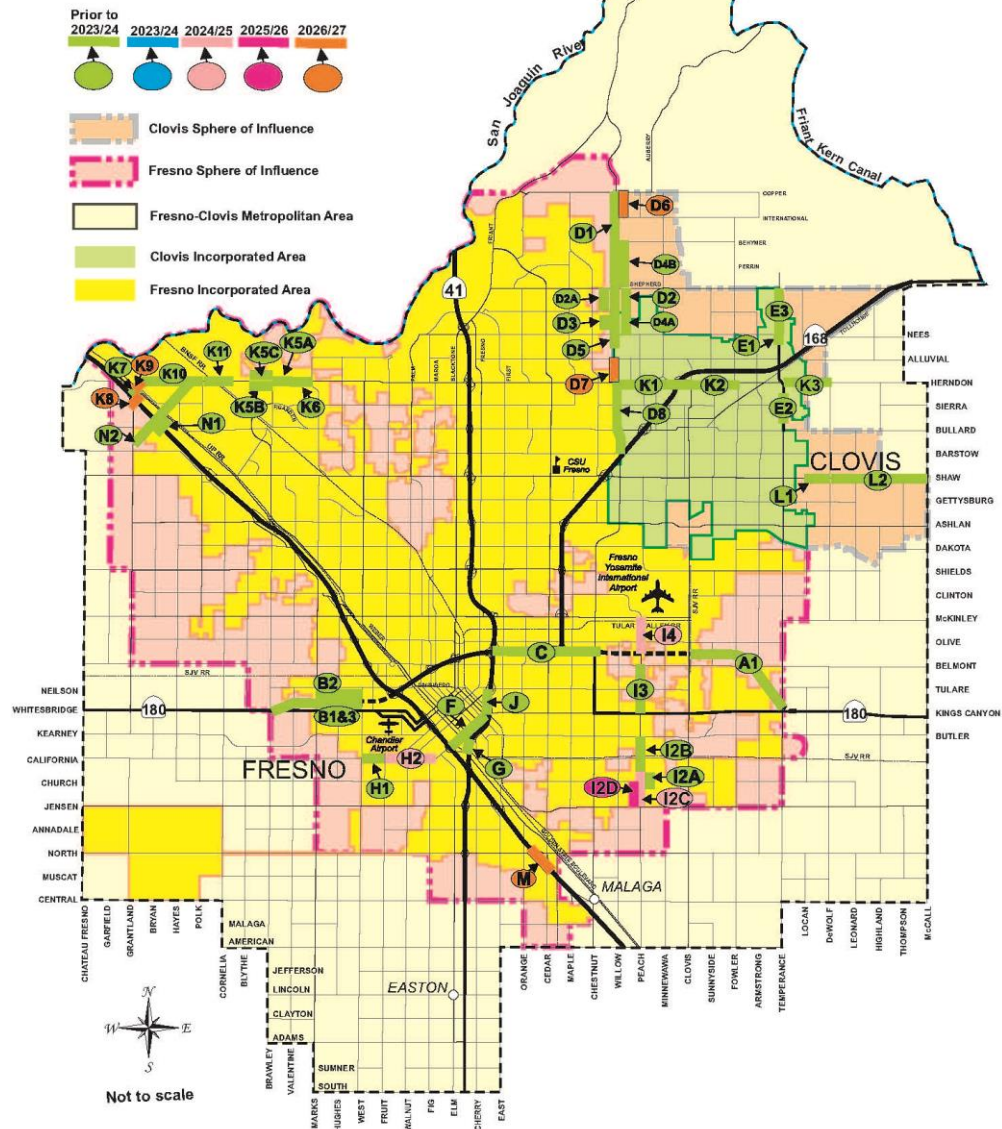
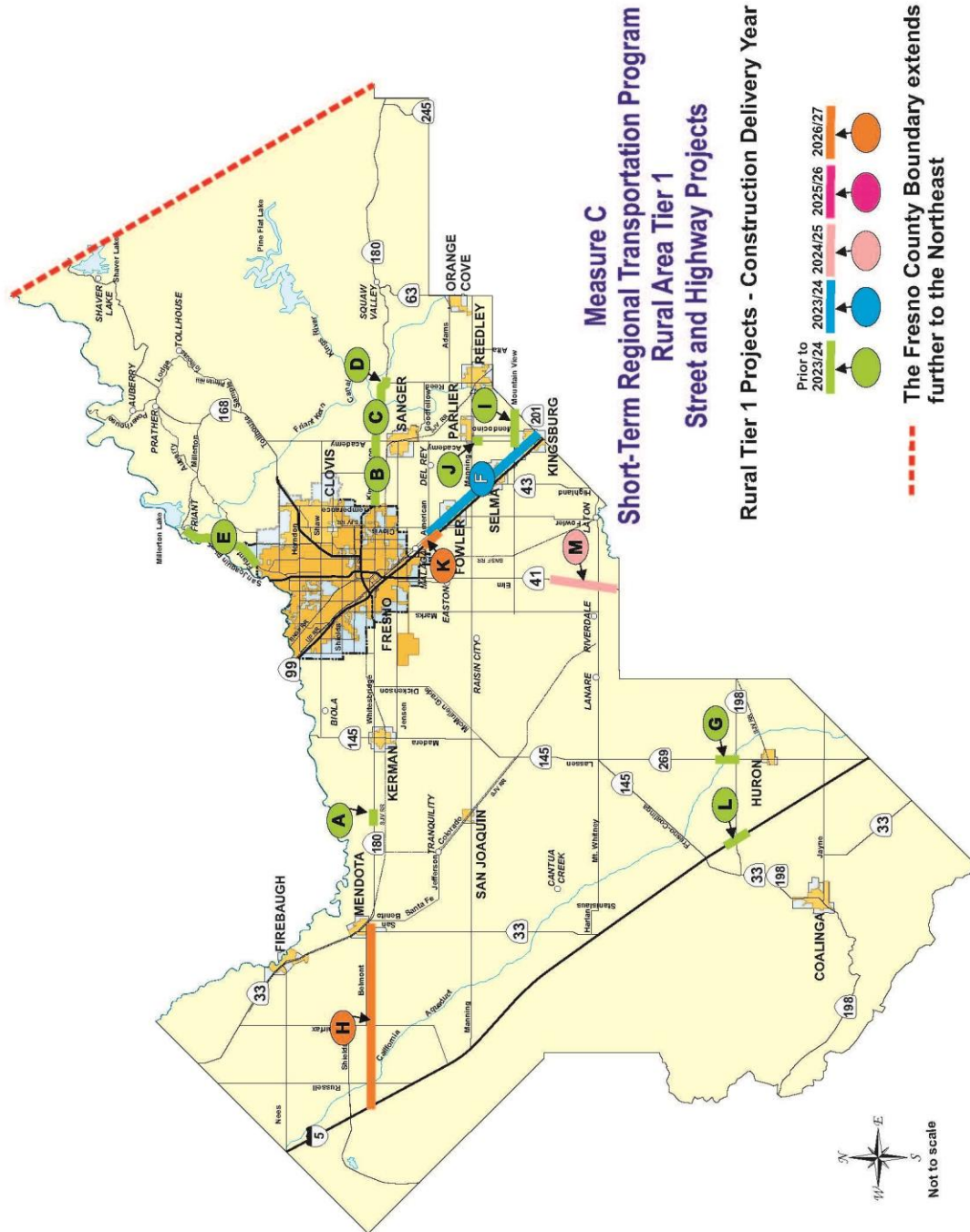


FIGURE 2



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 the 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 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 on 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 the 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 the 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 Regional Transportation Program Funding Sources**

Referencing Table 8, the Measure C allocation for Tier 1 projects is 50% for urban projects and 50% for rural projects. Referencing the 2006 Expenditure Plan, 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 Measure C (2007-2027) have been committed to Tier 1 projects.

Total anticipated revenues across all sources increased by \$271,099,000 from the 2020 SIP Update. Actual project costs increased \$151,129,000.

TABLE 8

MEASURE C EXTENSION STRATEGIC IMPLEMENTATION PLAN

Regional Transportation Program

Fiscal Year 2023/24 Urban and Rural Program Funding Sources & Project Costs (In 1,000s)

Funding Source	2020			2023			Difference		
	Urban	Rural	Total	Urban	Rural	Total	Urban	Rural	Total
Measure C	303,629	254,167	557,796	333,020	281,796	614,816	29,391	27,629	57,020
Total STIP	125,834	81,998	207,832	125,834	136,351	262,185	0	54,353	54,353
State & Local Partnership	18,002	10,400	28,402	18,002	17,672	35,674	0	7,272	7,272
Total Other State	111,409	29,100	140,509	174,182	79,900	254,082	62,773	50,800	113,573
Total Federal	38,339	21,503	59,842	38,339	21,503	59,842	0	0	0
RTMF	103,838	68,581	172,419	103,808	71,581	175,389	-30	3,000	2,970
Local Funds/Developer Fees	40,736	0	40,736	67,397	0	67,397	26,661	0	26,661
Interest	11,091	15,668	26,759	15,821	20,188	36,009	4,730	4,520	9,250
Total Revenues	\$752,878	\$481,417	\$1,234,295	\$876,403	\$628,991	\$1,505,394	\$123,525	\$147,574	\$271,099
Total Project Costs	\$797,928	\$714,292	\$1,512,220	\$845,113	\$818,236	\$1,663,349	\$47,185	\$103,944	\$151,129
Net Deficit	-\$45,050	-\$232,875	-\$277,925	\$31,290	-\$189,245	-\$157,955	\$76,340	\$43,630	\$119,970

Sales Tax expectations for 2023 were adjusted upward by 10.2% to reflect current trends, raising sales tax projections by \$57,020,000 to \$614,816,000.

State & Federal

The regional component of the STIP provides State and Federal funds for major transportation infrastructure projects. By mutual agreement, Fresno COG dedicates STIP funds to Measure C projects. STIP funds are currently dedicated to the South Fresno SR 99 Corridor for North/Cedar and American Avenues. The 2024 STIP increases funding by \$54,353,000 with the majority of that going to the American Avenue project.

The state component of the STIP, the Interregional Improvement Program (IIP), increased by \$23,000,000 to \$31,000,000 for the SR 41 Four Lane Expressway – Excelsior to Kings County project.

Fresno County receives about \$1.9 million annually from the Local Partnership Program (LPP) and is eligible for the LPP competitive Program. LLP funding increased \$7,272,000 for the Golden State Corridor Project through a combination of competitive and formulaic funds.

The California High-Speed Rail Authority (CHSRA) will fund and construct the \$61,373,000 Herndon Ave Grade Separation Project at the Union Pacific Railroad crossing in northwest Fresno.

The State Highway Operations and Protection Program (SHOPP) contributed \$14,800,000 to SR 41 Four Lane Expressway – Excelsior to Kings County project.

- **Interest**

Interest earnings increased \$9,250,000.

- **Grant & Other Funding**

The Authority and Fresno COG staff developed applications for grant funding for several projects. The recent Infrastructure for Rebuilding America (INFRA) Grant application for the SR99 South Fresno Corridor project was unsuccessful; however, a Rebuilding America Infrastructure with Sustainability and Equity (RAISE) grant application and the Multimodal Project Discretionary Grant application (MPDG) for this same project were recently submitted. There will also be future opportunities to apply for MPDG and RAISE grants.

This update assumes none of the grant applications will be successful. Should grant funds be received, it will help reduce the overall funding shortfall and allow additional Measure C Regional Program projects to move forward.

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, if additional resources (e.g. federal or State earmarks or grants) 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 Regional Transportation Program is driven by the availability of funding from Measure C, STIP, and other State, federal, and local funding programs. Considering current funding conditions, it is unlikely there will be any funding available for Tier 2 projects within the life of the Measure.

As noted above, 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 Regional Transportation Program (reference Tables 9 and 10), some funding from the STIP and RTMF revenue is assumed.

The allocation of funds described in this SIP will be achieved over the next four (4) 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.

Revisions to Table 9 were made to reflect revised construction years for Project M in the Urban Program from FY 2025/26 to FY 2026/27 consistent with the recent approval of the

freeway agreement between the City of Fresno and Caltrans. Similar revisions were made to Table 10 to reflect revised construction years for Project K in the Rural Program from FY 2025/26 to FY 2026/27 consistent with the American Avenue phase of the South Fresno SR 99 Corridor Project in Fresno COG's 2024 STIP submittal.

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 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.

✓ **Step 4 - Process Applied to Develop the 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 ability to fully fund or complete all programs or projects on 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 several 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 the 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 2006 Measure C Ballot mandated the cities and county implement Regional Transportation Mitigation Fees (RTMF) to subsidize the Regional Transportation Program. It was anticipated in the 2006 ballot the RTMF may generate up to \$102 million over the 20-year period of the Measure. Fresno COG (FCOG) hired a consultant and convened a subcommittee of city and county officials to develop the vehicle for delivering the RTMF program and it was determined to form a regional Joint Powers agency to implement the fee rather than have 16 separate individual implementations by the cities and county. It was also determined the fee would be used to mitigate state highway projects on the Tier I list. The RTMF program was approved by the Fresno County Regional Transportation Mitigation Fee Agency (FCRTMFA) in October 2009 and became effective on January 1, 2010.

TABLE 9

Regional Transportation Program, Urban Program of Projects FY 2023/24 – 2026/27

Urban Regional Program			Prior 06/30/23	Short Term Planning Period				Total
			2023/24	2024/25	2025/26	2026/27		
A	SR 180 East	PE	0	0	0	0	0	0
	Clovis to Temperance	ROW	0	0	0	0	0	0
	Caltrans	Const	107,710	0	0	0	0	107,710
	Total		107,710	0	0	0	0	107,710
B1 & B3	SR180 West	PE	634	0	0	0	0	634
	Brawley to Huges West	ROW	10	0	0	0	0	10
	Caltrans	Const	75,810	0	0	0	0	75,810
	Total		76,454	0	0	0	0	76,454
B2	SR180 West - Frontage Road	PE	335	0	0	0	0	335
	Marks to Hughes West	ROW	2,728	0	0	0	0	2,728
	Fresno	Const	3,304	0	0	0	0	3,304
	Total		6,367	0	0	0	0	6,367
I	Peach	PE	1,623	1,131	0	0	0	2,754
	Traffic Signal @ Church	ROW	4,361	0	806	0	0	5,167
	Fresno	Const	12,100	0	7,894	3,168	0	23,162
	Total		18,084	1,131	8,700	3,168	0	31,083
G	Monterey Bridge	PE	155	0	0	0	0	155
	Broadway - Golden State	ROW	0	0	0	0	0	0
	Fresno	Const	1,052	0	0	0	0	1,052
	Total		1,207	0	0	0	0	1,207
D	Willow	PE	1,811	250	0	0	87	2,148
		ROW	3,290	865	0	0	0	4,155
	Fresno/Clovis	Const	17,953	0	0	0	5,333	23,286
	Total		23,054	1,115	0	0	5,420	29,589
F	Ventura	PE	0	0	0	0	0	0
	Sr 41 to Sr 99	ROW	0	0	0	0	0	0
	Fresno	Const	0	0	0	0	0	0
	Total		0	0	0	0	0	0
C	Sr 41,168,180 Braided Ramps	PE	5,265	0	0	0	0	5,265
		ROW	110	0	0	0	0	110
	Caltrans	Const	60,319	0	0	0	0	60,319
	Total		65,694	0	0	0	0	65,694
K	Herndon	PE	4,613	0	0	851	0	5,464
		ROW	7,753	0	0	0	0	7,753
	Fresno/Clovis	Const	49,345	0	0	0	86,887	136,232
	Total		61,711	0	0	851	86,887	149,449
L	Shaw	PE	1,668	0	0	0	0	1,668
		ROW	4,371	0	0	0	0	4,371
	Clovis	Const	18,477	0	0	0	0	18,477
	Total		24,516	0	0	0	0	24,516
H	California	PE	0	2,318	0	0	0	2,318
		ROW	0	709	0	0	0	709
	Fresno	Const	1,900	0	20,084	0	0	21,984
	Total		1,900	3,027	20,084	0	0	25,011
M	SR99 Interchange	PE	9,363	0	0	0	0	9,363
	North/Cedar/SR 99	ROW	10,700	0	0	0	0	10,700
	Caltrans	Const	0	0	0	0	92,500	92,500
	Total		20,063	0	0	0	92,500	112,563
E	Temperance	PE	0	0	0	0	0	0
	Enterprise Canal to South of Shepherd	ROW	346	0	0	0	0	346
	Clovis	Const	4,579	0	0	0	0	4,579
	Total		5,511	0	0	0	0	5,511
J	SR41 Aux Lanes	PE	1,650	0	0	0	0	1,650
	Tulare to "O" Street	ROW	150	0	0	0	0	150
	Caltrans	Const	3,545	0	0	0	0	3,545
	Total		5,345	0	0	0	0	5,345
N	Veterans Blvd.	PE	11,601	0	0	0	0	11,601
		ROW	22,823	0	0	0	0	22,823
	Fresno	Const	111,226	0	0	0	0	111,226
	Total		145,650	0	0	0	0	145,650
Grand Total			PE 39,304	3,699	0	851	87	43,941
			ROW 56,642	1,574	806	0	0	59,022
			Const 467,320	0	27,978	3,168	184,720	683,186
			Total 563,266	5,273	28,784	4,019	184,807	786,149

TABLE 9 (CONTINUED)

Urban Program of Funding (In \$1,000s)		Prior					
		2022/23	2023/24	2024/25	2025/26	2026/27	Total
	Balance Forward		19,917	36,487	36,019	100,518	
	Revenues						
	Measure "C"	168,014	16,786	17,373	17,981	18,611	238,765
	Prior Measure	94,255	0	0	0	0	94,255
	STIP	83,488	0	0	42,346	0	125,834
	SLPP	18,002	0	0	0	0	18,002
	Other State - HBR/Shopp/Ect.	112,809	0	0	0	61,373	174,182
	Fed Aid - RSTP/CMAQ/DEMO/STIM	38,339	0	0	0	0	38,339
	RTMF	88,108	0	0	15,700	0	103,808
	Local Development Fees	26,344	1,946	5,757	1,484	30,934	66,465
	Other Local	932	0	0	0	0	932
	Interest	12,226	970	1,247	2,348	2,324	19,115
	Total Revenues	642,517	19,702	24,377	79,859	113,242	879,697
	Expenses						
	Project Expenses	563,266	5,273	28,784	4,019	184,807	786,149
	RTMF Debt Service	59,334	(2,141)	(3,939)	11,341	(5,631)	58,964
	Total Expenses	622,600	3,132	24,845	15,360	179,176	845,113
	Ending Balance	19,917	36,487	36,019	100,518	34,584	34,584

TABLE 10**Regional Transportation Program, Urban Program of Projects FY 2023/24 – 2026/27**

Rural Regional Program		Prior 6/30/23	Short Term Planning Period				Total
		2023/24	2024/25	2025/26	2026/27		
B	SR 180 East	PE	11,841	0	0	0	11,841
	Temperance to Quality	ROW	23,859	0	0	0	23,859
	Caltrans	Const	32,743	0	0	0	32,743
	Total		68,443	0	0	0	68,443
M	Kings R48.3 Fresno R7.1	PE	3,000	0	0	0	3,000
	Widen Conventional 2 Lane Hwy	ROW	7,000	0	0	0	7,000
	to 4 Lane expressway	Const	0	0	60,800	0	60,800
	Total		10,000	0	60,800	0	70,800
E	Friant Rd.	PE	0	0	0	0	0
	Copper to Millerton	ROW	0	0	0	0	0
	County	Const	2,920	0	0	0	2,920
	Total		2,920	0	0	0	2,920
I	Mounian View	PE	2,041	0	0	0	2,041
	Bethel to Tulare co.	ROW	3,660	0	0	0	3,660
	County	Const	12,794	0	0	0	12,794
	Total		18,495	0	0	0	18,495
F	Golden State	PE	6,118	0	0	0	6,118
	American to Tulare Co. Line	ROW	0	0	0	0	0
	County	Const	47,352	17,700	0	0	65,052
	Total		53,470	17,700	0	0	71,170
G	SR 269 Bridge	PE	4,700	0	0	0	4,700
	@SR 109	ROW	1,520	0	0	0	1,520
	Caltrans	Const	22,600	0	0	0	22,600
	Total		28,820	0	0	0	28,820
J	Academy	PE	219	0	0	0	219
	Manning to Industrial Park	ROW	371	0	0	0	371
	Parlier	Const	1,358	0	0	0	1,358
	Total		1,948	0	0	0	1,948
K	American Avenue Interchange	PE	6,250	0	0	0	6,250
	American Avenue @ SR 99	ROW	3,300	0	0	0	3,300
	Caltrans	Const	0	0	0	66,400	66,400
	Total		9,550	0	0	66,400	75,950
C	SR 180 East	PE	5,647	0	0	0	5,647
	Academy to Smith	ROW	10,590	0	0	0	10,590
	Caltrans	Const	19,700	0	0	0	19,700
	Total		35,937	0	0	0	35,937
D	SR 180 East	PE	15,596	0	0	0	15,596
	Trimmer to Frankwood	ROW	30,152	0	0	0	30,152
	Caltrans	Const	61,714	0	0	0	61,714
	Total		107,462	0	0	0	107,462
H	SR 180 West	PE	300	0	0	41,784	42,084
	I5 Connection	ROW	0	0	0	43,838	43,838
	Caltrans	Const	0	0	0	219,188	219,188
	Total		300	0	0	304,810	305,110
A	SR180 West	PE	2,313	0	0	0	2,313
	Yuba to James	ROW	2,295	0	0	0	2,295
	Caltrans	Const	8,174	0	0	0	8,174
	Total		12,782	0	0	0	12,782
L	I5 - SR 198 Interchange	PE	0	0	0	0	0
	I5 - SR 198	ROW	0	0	0	0	0
	Caltrans	Const	5,000	0	0	0	5,000
	Total		5,000	0	0	0	5,000
Grand Total		PE	58,025	0	0	41,784	99,809
		ROW	82,747	0	0	43,838	126,585
		Const	214,355	17,700	60,800	285,588	578,443
		Total	355,127	17,700	60,800	371,210	804,837

TABLE 10 (CONTINUED)

	Prior					
	0	2023/24	2024/25	2025/26	2026/27	Total
Balance Forward		61,479	65,530	73,476	163,238	
Revenues						
Measure "C"	168,015	16,786	17,373	17,981	18,610	238,765
Prior Measure	18,984	0	0	24,047	0	43,031
STIP	83,998	0	10,000	42,353	0	136,351
SLPP	17,672	0	0	0	0	17,672
Other State - HBR/SHOPP/ect.	42,100	0	37,800	0	0	79,900
Fed Aid - RSTP/CMAQ/DEMO	21,503	0	0	0	0	21,503
RTMF	600	0	0	0	0	600
RTMF Meas	29,000	0	0	0	0	29,000
RTMF Ext	41,981	0	0	0	0	41,981
Interest	12,703	2,184	2,391	4,071	0	21,350
Total Revenues	436,556	18,970	67,564	88,452	18,610	630,153
Expenses						
Project Expenses	355,127	17,700	60,800	0	371,210	804,837
Debt Service	19,950	(2,780)	(1,183)	(1,309)	(1,279)	13,399
Total Expenses	375,077	14,920	59,617	(1,309)	369,931	818,236
Ending Balance	61,479	65,530	73,476	163,238	(188,083)	(188,083)

The 2006 ballot anticipated the RTMF would be collected over the same period as the Measure, however, per state law, the RTMF program has no sunset date. The 2024 update to the Measure C Regional Transportation Program anticipated \$98,734,000 in RTMF would be generated over the 20 period of the Measure.

In January 2020, the FCRTMA, FCOG, and FCTA Boards approved the required 5-year RTMF nexus update. The urban portion of the SR 99 Corridor project (North/Cedar Interchange) was added as an eligible project resulting in a fee increase of \$32,075,000 over the life of the program. The 2020 NEXUS anticipates \$215,150,407 may be potentially collected from the RTMF, however, this assumes full build-out according to general plans adopted as of 2020 and extends the planning period and fee collections for the RTMF beyond the original 20 period of Measure C.

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 FCTA Board also established an RTMF loan program whereby as yet uncollected fees necessary to build projects may be loaned from Measure C cash reserves to the RTMF program. 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 program has an estimated \$879,697,000 in revenues, \$845,113,000 in expenses, and a contingency of \$31,250,000 which is necessary should current projects experience cost increases as they progress through the project delivery process
- Net project costs increased by \$47,165,000, primarily for the North Cedar Interchange (\$25,400,000), California – Fruit to Ventura (\$13,727,000), Peach Ave. – Church to Jensen (\$4,216,000), and Peach – SR 180 to McKinley (\$5,777,000)
- The North Cedar Interchange is presently programmed for \$45,345,000 in STIP funding. With the recent approval of the freeway agreement with the City of Fresno, Caltrans will begin the Right of Way acquisition. The project is proposed for construction in FY 2026-27
- The California – Fruit to Ventura project (\$25,011,000) is proposed for construction in FY 2024/25. This project will widen California Avenue from two lanes to three lanes from Fruit Avenue to Ventura Avenue and will signalize or modify various intersections
- The Peach projects (\$9,993,000) are scheduled in FYs 2024-25 and 2025-26

- Rural Subprogram (Table 10)

- The Rural program has an estimated \$630,153,000 in revenues, \$818,236,000 in expenses, and a net deficit of \$188,083,000 associated with the SR180 - I5 Connection
- Net project costs increased by \$103,944,000, primarily on Golden State (\$16,696,000), SR 99 American Interchange (\$14,000,000), and the addition of SR41 Four Lane Expressway – Excelsior to Kings County Project (\$70,800,000)
- The first phase of the Golden State project is under construction. Discussions continue on the best way to deliver Phase II considering significant cost increases resulting from demands by the Union Pacific Railroad
- \$42,353,000 was included for the American Avenue phase of the South Fresno SR 99 Corridor Project in Fresno COG's 2024 STIP submittal. Construction is scheduled for FY 2025/26
- Caltrans has completed preliminary studies to identify project phases for the SR 180 West connection to I5 with the intent of developing a financeable improvement during the life of the 2006 measure. Completion of that highway connection would require a third measure or other funding of at least \$200 million. FCTA and Fresno COG staff have been and will continue to meet with Caltrans and the westside communities to discuss other State highway improvement options

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

- **Responsible Agencies**

The Authority is the agency ultimately responsible for the 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
- Fresno COG
- City of Clovis
- City of Fresno
- County of Fresno

To ensure that projects are implemented in a timely manner and consistent with the Regional Transportation 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 the SIP
- For projects where the responsible agency has committed to providing 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 the 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 H) 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 of 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 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 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 outlined in Measure C Enabling Legislation (reference Appendix E).

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

Fresno Airports Subprogram

An overview of the 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 Implementation Plan Provisions” also apply. Appendix D includes the Local Transportation Pass Through Revenues Certification and Claim form.

4. GRADE SEPARATION PROGRAM

(Converted from the Alternative Transportation Program)

Consistent with the provisions contained within the 2006 Expenditure Plan; on April 22, 2020, the FCTA Board converted the Alternative Transportation Program to the Grade Separation Program. As a result, this program will now be referred to as the Grade Separation Program.

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

TABLE 11

MEASURE C EXTENSION STRATEGIC IMPLEMENTATION PLAN

Grade Separation Program

Fiscal Year 2024/25 Estimated Funding Allocation

MEASURE C REAUTHORIZATION SALES TAX REVENUE	FY 2024/25 MEASURE C FUNDING ESTIMATE ^{*4}	% OF MEASURE C FUNDING
	\$111,477,737	100.00%
FUNDING ALLOCATION PROGRAMS		
4. Grade Separation Program^{*3}	\$6,688,664	6.0%
<i>Grade Separation Program</i>	<i>\$6,688,664</i>	<i>6.0%</i>

^{*3} Expenditure Plan Amendment #1 (October 2010), provides a transfer of \$25 million from the Grade Separation Program (GSP) [formerly known as the Alternative Transportation Program (ATP)] to the new Measure C High-Speed Rail Facilities Program account and requires confirmation from the California High-Speed Rail Authority that Fresno will be chosen as the location for their High-Speed Rail (HSR) Heavy Maintenance Facility (HMF). Amendment #3 (February 2017) provided for the immediate transfer of \$500,000 from the Measure C GSP (formerly known as the ATP) to the HSR 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 HMF. On April 22, 2020, the FCTA Board converted the ATP to the GSP - reference Section 4 of this SIP for details. Amendment #7, approved by the Authority Board on April 19, 2023, re-allocates \$20,000,000 from Amendment 1 back to the Alternative Transportation Program (now called the Grade Separation Program).

^{*4} Estimate based upon latest 2024/25 Measure proceeds estimate from Montague and DeRose Associates.

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 the 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 the 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 for land options.

Amendment No. 7, approved by the Authority Board on April 19, 2023, re-allocates \$20,000,000 from Amendment 1 (noted above) back to the Alternative Transportation Program (now called the Grade Separation Program). Details are provided below.

The 2006 Measure "C" Ballot Measure created an Alternative Transportation/Rail Consolidation Program. Amendment No.1 (noted above) established a new Measure C High-Speed Rail Facilities Program and authorized \$25 million to be reallocated from the Alternative Transportation/ Rail Consolidation Program to the new High-Speed Rail Facilities Program, conditioned upon and subsequent to Fresno County being formally designated by the California High-Speed Rail Authority (CHSRA) as the location of the High-Speed Rail Heavy Maintenance Facility (HMF). On February 8, 2017, the FCTA Board approved Amendment No.3 (noted above), authorizing \$500,000 to be allocated to the City of Fresno to obtain property purchase options for the proposed Fresno County location (Fresno Works) of the HMF, leaving \$24,500,000 available from Amendment No. 1. While the CHSRA does not intend to build an HMF for approximately 15 years but has proposed alternative uses for the Fresno Works location of the proposed HMF and has acquired all of the property necessary for the Fresno Works site.

In April 2020, the FCTA Board converted the "Alternative Transportation Program" to the "Grade Separation Program" and identified the Blackstone/McKinley crossings of the BNSF railroad to be the highest priority project for that Grade Separation Program. The Blackstone/McKinley Grade Separation project needs additional revenues, including those set aside by Amendment No. 1 (noted above). The CHSRA does not need the \$24,500,000 for property acquisition but will need funding to bring public utilities to the Fresno Worksite. The Authority will retain \$4,500,000 of the original \$25 million to potentially offset the cost of bringing public utilities to the Fresno Works site, with any allocation of these funds subject to subsequent action by the COG Policy Board and the FCTA Board.

Grade Separation Program

An overview of the Grade Separation Program 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 Program.

✓ Step 1 – Understanding the Funding Program

The goal of the Grade Separation Program is to reduce travel delays due to at-grade Burlington Northern Santa Fe (BNSF) railroad crossings of local roadways within the City of Fresno by providing grade separations between the railroad and local streets

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

The 2024/25 estimated Measure C Extension funding available under this Program is provided in Table 11. An updated table will be provided, as necessary

✓ **Step 3 – Identifying Eligible Projects**

The eligibility requirements referenced in the 2006 Measure C Expenditure Plan and the 2006 Ballot Language include:

- Grade separations projects within the urban area of Fresno along the BNSF Railroad alignment. Projects were to be prioritized and selected based on the following criteria:
 - Coordinate with transit improvements
 - Provide the greatest amount of congestion relief
 - Provide the greatest air quality benefit

Based on available funding, only one project was identified by the Board to move forward under this Program: the double crossings of the BNSF railroad near Blackstone and McKinley Avenues. Should additional funding become available, the same priority criteria will be utilized by the Board to select other grade separation projects.

- Eligible project phases include the following:
 - Phase 1
 - Environmental evaluation and preliminary engineering to identify and mitigate impacts of the project
 - Determine an accurate project schedule and estimated total project cost
 - Identify right-of-way requirements and utility relocations
 - Phase 2
 - Project design
 - Right-of-way acquisition and utility relocation
 - Identify and obtain additional funding beyond that available through Measure C including applications for State and Federal Grant Funding
 - Preparation of final engineer estimate and bid documents
 - Advertise and award construction contracts
 - Phase 3
 - Complete project construction

In March 2016, the FCTA Board approved a loan of \$4.6 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. The loan was paid in full by the City of Fresno in September 2019.

✓ **Step 4 - How to Monitor Projects and Report Accomplishments**

▪ **Responsible Agencies**

The Authority is the agency ultimately responsible for the implementation of the Grade Separation Program. The Authority may enter into cooperative project agreements with the responsible agencies identified below to plan for, design, and construct grade separation 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.

To ensure that projects are implemented in a timely manner and consistent with the Program, a Project Development Team (PDT) must be formed (under the control of the responsible agency). The responsible agency delivering a grade separation 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 K of this Plan be exceeded without a written amendment to the cooperative project agreement and the SIP
- 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

✓ **Step 5 – How to Invoice Grade Separation Program Funds**

All allocations of the Measure C Grade Separation 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 grade separation 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 Grade Separation 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 the 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:
 - On a biannual basis, the Grade Separation 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 Program 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 Grade Separation Program funds shall be repaid in full plus interest that would have been accrued

✓ **Step 6 – Performance Measures**

To ensure that Measure C funds are allocated appropriately and provide “measurable” outcomes identified previously, the Responsible Agency will within 12 months of completion of the project, report to the Authority:

- Increased transit reliability
- Reduction in transit trip durations
- Reduction in congestion
- Reduction in pollutants
- Reduction in train-related accidents (vehicle, bicycle, pedestrian, transit bus, etc.)

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

5. ENVIRONMENTAL ENHANCEMENT PROGRAM

Table 12 below provides a quick overview of the funds expected during the 2024/25 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 Subprogram, which will replace the oldest school buses in the fleet that emit 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) Subprogram

TABLE 12

MEASURE C EXTENSION STRATEGIC IMPLEMENTATION PLAN

Environmental Enhancement Program

Fiscal Year 2024/25 Estimated Funding Allocation

MEASURE C REAUTHORIZATION SALES TAX REVENUE	FY 2024/25 MEASURE C FUNDING ESTIMATE ^{*4}	% OF MEASURE C FUNDING
	\$111,477,737	100.00%
FUNDING ALLOCATION PROGRAMS		
5. Environmental Enhancement Program	\$3,901,721	3.5%
<i>School Bus Replacement</i>	<i>\$2,563,988</i>	<i>2.3%</i>
<i>Transit Oriented Development (TOD)</i>	<i>\$1,337,733</i>	<i>1.2%</i>

^{*4} Estimate based upon latest 2024/25 Measure proceeds estimate from Montague and DeRose Associates.

School Bus Replacement Subprogram

An overview of the 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 is not 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 the 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 a 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 on a call for projects and the 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 Implementation Plan Provisions” also apply.

Transit Oriented Development (TOD) Subprogram

An overview of the 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 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 Incentive 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 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 L 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 reserve 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 the 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 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 are provided in Appendix L 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 Implementation Plan Provisions” also apply.

6. ADMINISTRATIVE/PLANNING PROGRAM

Table 13 below provides a quick overview of the funds expected 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 2024/25 Estimated Funding Allocation

MEASURE C REAUTHORIZATION SALES TAX REVENUE	FY 2024/25 MEASURE C FUNDING ESTIMATE ^{*4}	% OF MEASURE C FUNDING
	\$111,477,737	100.00%
FUNDING ALLOCATION PROGRAMS		
6. Administration/Planning Program	\$1,672,166	1.5%
<i>Fresno County Transportation Authority (FCTA)</i>	<i>\$1,114,777</i>	<i>1.0%</i>
<i>Fresno Council of Governments (FCOG or Fresno COG)</i>	<i>\$557,389</i>	<i>0.5%</i>

^{*4} Estimate based upon latest 2024/25 Measure proceeds estimate from Montague and DeRose Associates.

FCTA Subprogram

An overview of the 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 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 Implementation Plan Provisions” also apply.

Fresno COG Subprogram

An overview of the 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 Implementation Plan Provisions” also apply.

OTHER IMPLEMENTATION PLAN PROVISIONS

The following implementation steps (Steps A through D) 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, program, or equipment
 - Other funding sources applied to fully fund a project, program, or equipment
 - 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.

✓ **Step C – Public Outreach and Information**

- The participating agencies will provide signage at construction sites or on equipment, as appropriate, for projects, programs, or equipment 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). Signage shall be installed as a first order of work on a project and must remain clean, well maintained, and visible throughout the duration of all phases and stages of a project. Signs are to remain in place at least three months after acceptance of the construction contract
- The participating agencies will include the Measure C logo on all project or program-related reports, bulletins, flyers, press releases, and webpages, as applicable.
 - Vehicles and major equipment funded all or in part by Measure C will include a Measure C sign displayed in a prominently visible location. Please refer to Appendix J for sign dimensions and layout. Sign wording should be customized to the application but must be approved by FCTA staff
 - Participating agencies are encouraged to hold groundbreaking, ribbon cutting, or related public events. Agencies must notify FCTA and include FCTA participation in any public events related to Measure C-funded projects, programs, or equipment

✓ **Step D – 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 Enabling Legislation (reference Appendix E of this Plan). Participating agencies will provide the Authority's auditor with agency audits or financial reports.

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.

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.

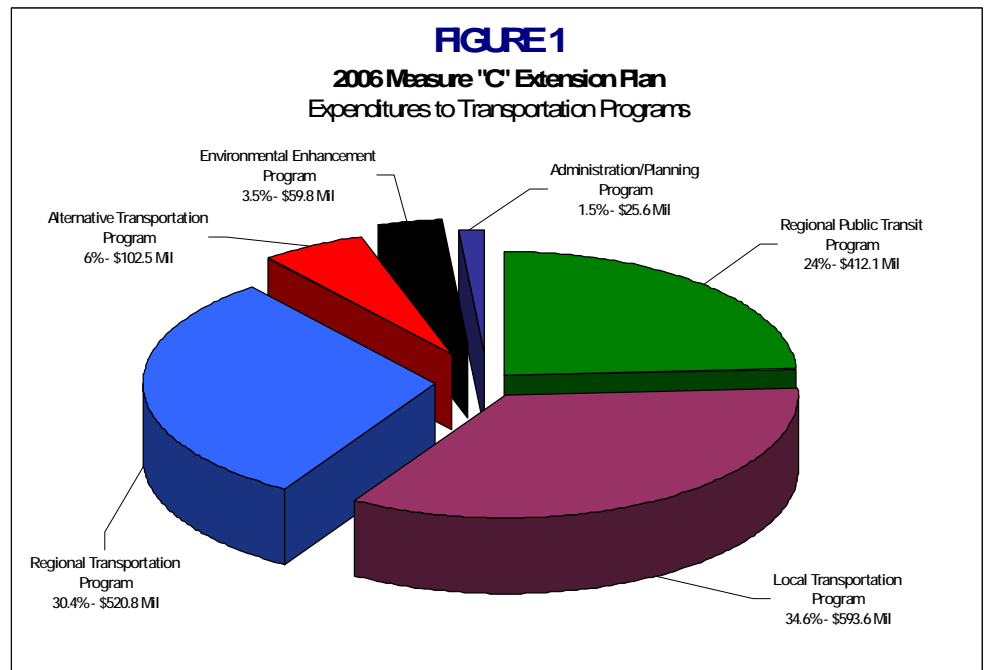
Fresno County's current Measure "C" Program, voter approved in 1986, expires in June 2007. This new Expenditure Plan, developed by a Steering Committee representing diverse community interests, will address major regional transportation needs in Fresno County through the Year 2027. The Steering Committee 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

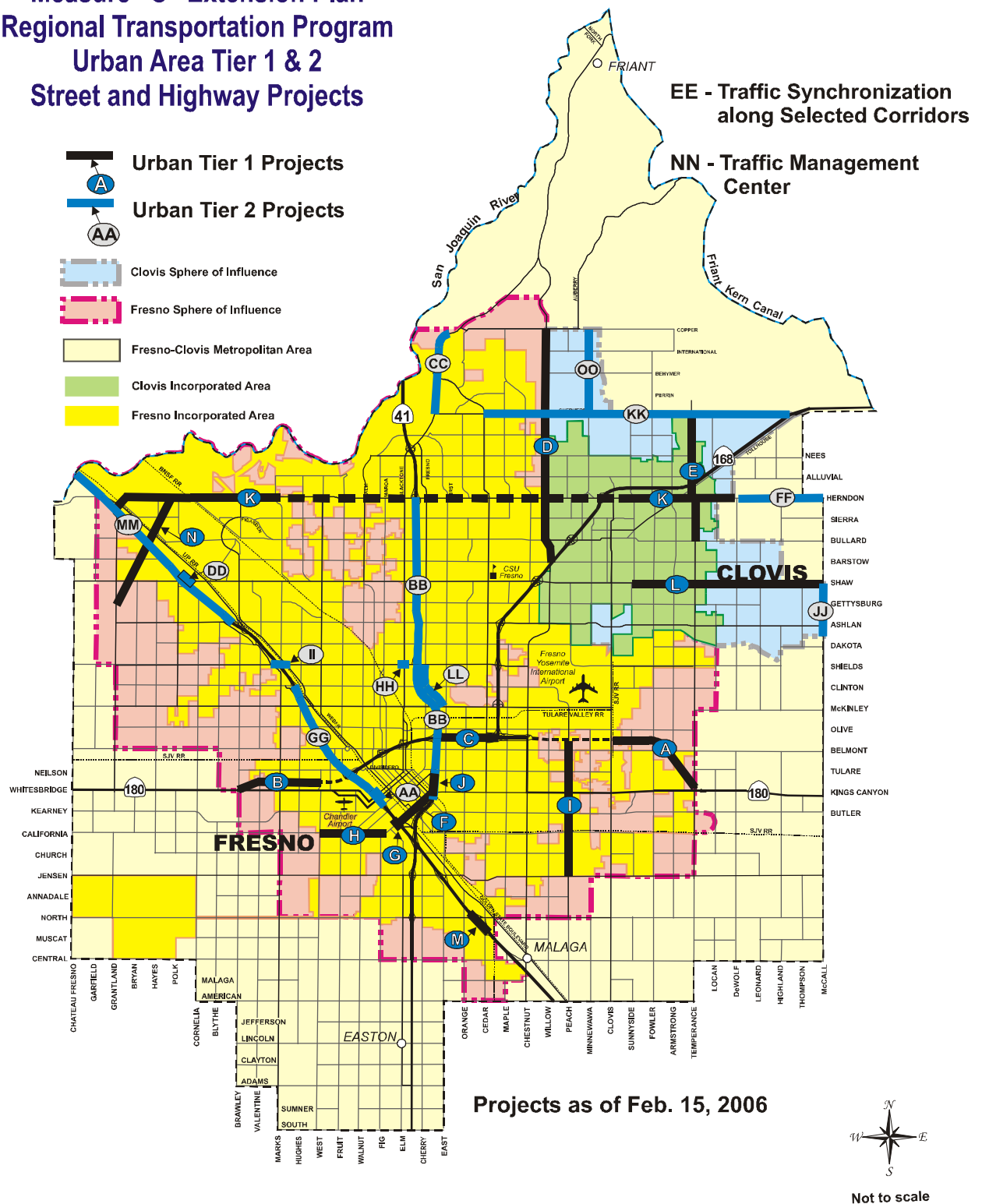
RURAL AREA PROJECTS ASSUMING ALLOCATION OF 50% OF REGIONAL TRANSPORTATION FUNDING PROGRAM FUNDS

(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.)

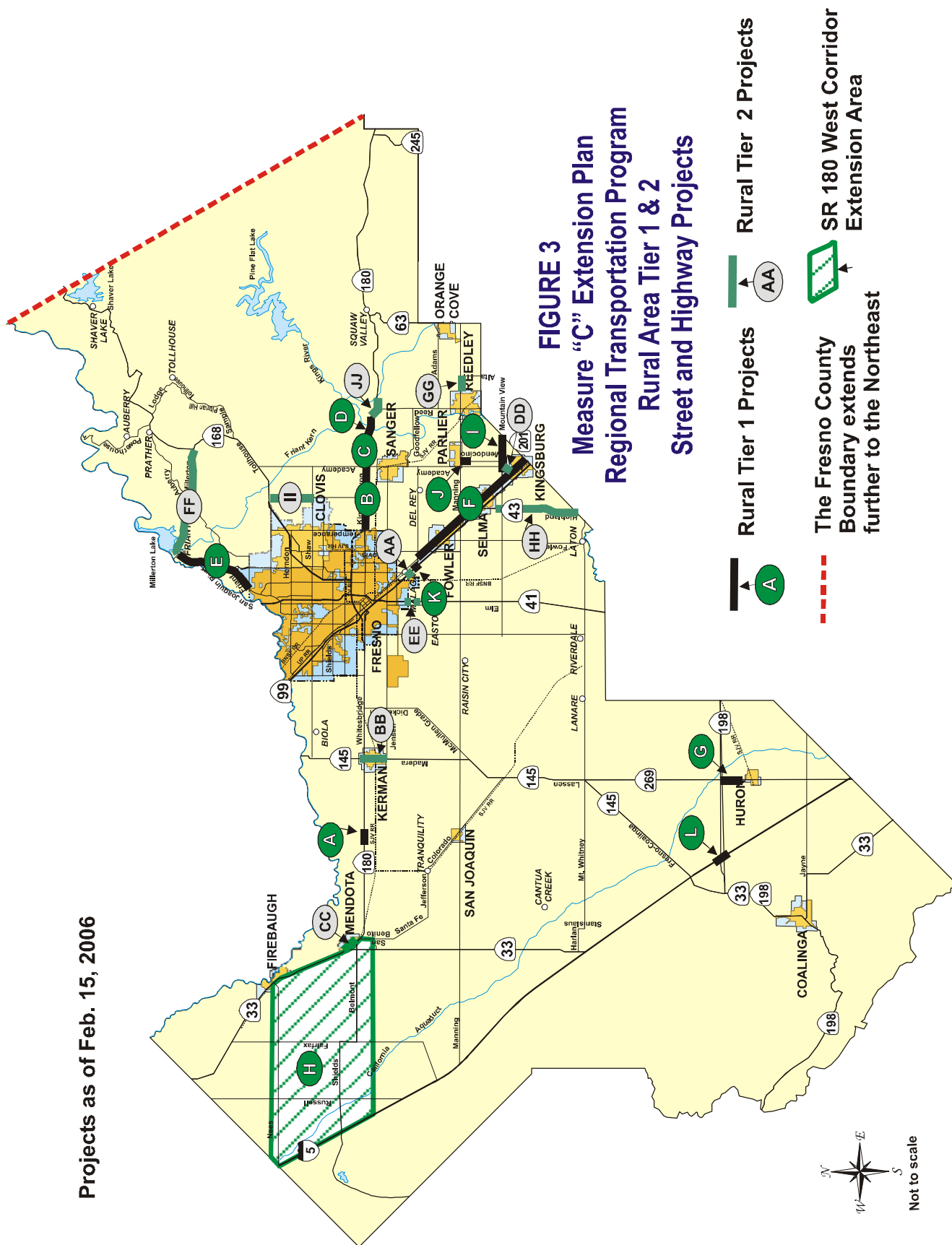
Project Identifier	Project Name	Project Limits	Project Description	Uninflated Costs	Inflated Costs ^{*1}	Cumulative Inflated Costs
Tier 2 Projects						
AA	SR 99	Interchange @ Central Chestnut	Interchange Improvements	\$ 24,984,851	\$ 47,141,229	\$ 528,358,890
BB	SR 145	Nielson to South of Kerman	Widen 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



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)

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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

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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:
 - Ø 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
 - Ø 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
 - Ø 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
 - Ø The proposed amendments shall become effective immediately upon completion of the approval process

Council of Fresno County Governments

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

Council of Fresno County Governments

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 Senior Scrip Program for Seniors 70 Years of Age and Older

IMPLEMENTING PROGRAM GUIDELINES

Introduction

1. Purpose

The Fresno Council of Governments (Fresno COG) Senior Scrip Program will provide enhanced transportation services for seniors living in the Fresno County (service area) region. The Senior Scrip Program is a user subsidy program operated by Fresno COG and funded with Measure C Extension funds. A list of Frequently Asked Questions is provided in Appendix C.

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 Senior Scrip Program Application included in Appendix C. Return completed applications to Fresno COG, or to one of our distribution locations listed in Appendix C.

2.1 Proxy Purchase

Users may authorize up to two individuals, at any one time, to purchase Senior Scrip on their behalf by completing the Senior 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. Senior scrip turned in by taxi vendors will be validated by User ID and issued scrip number.

3. Service Area

Eligible users (Users) may use their choice of program authorized service providers or Lyft or Uber ride services anywhere taxi providers are willing to travel or anywhere Lyft and Uber ride services are available.

4. Scheduling

Users are solely responsible to schedule, change and cancel trip reservations. Taxi service providers and LYFT and Uber ride services are available to use Monday to Sunday, 24 hours a day.

5. User-Side Sales

Each Senior Scrip book of paper scrip contains 20 one-dollar tickets, good for \$20 in travel value. When purchasing scrip for use with Lyft and Uber, the scrip value purchased is awarded and applied to the User's program established electronic credit account. Purchases of electronic credit (E-scrip) is also purchased in booklet increments. Users may purchase up to five books monthly at a cost of \$5 each, that's a 75% discount per book of scrips. Users may purchase paper scrip books at Fresno COG and other established vendors, or by mail. E-scrip purchases for Lyft and Uber are done at Fresno COG only or by going online to make the purchase. 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 Senior Scrip Program.

Neither Fresno COG nor its agents are responsible for lost, stolen or damaged ticket books.

6. Senior 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/Senior Scrip Tickets

Fresno COG will prepare, print and provide Senior 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 senior scrip website at www.seniorscrip.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. The office is closed from 12:00 pm to 1:00 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 "Senior Scrip Program".

9. Budget

A budget has been established based on annual Measure C revenue and will be reevaluated after a year of operation. 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 *Senior 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 senior scrip usage using the senior scrip website at www.seniorscrip.org. On the website, taxi companies will log the scrip number, the user ID number, the date of service, the pick-up and drop-off locations, the number of miles, and the driver's name. Taxi companies are responsible for maintaining accurate logs and keeping and returning used senior 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.

AUTHORIZED PERSONNEL USE ONLY	
USER ID#	_____
DATE ENTERED	_____
VENDOR	Initials _____

APPENDIX C
REGIONAL TRANSIT PROGRAM
Measure C Senior Scrip Program for Seniors 70 Years of Age and Older

APPLICATION FOR SCRIP / FREQUENTLY ASKED QUESTIONS

As a potential user of the Measure C Senior Scrip Program, you have received this packet of materials to explain the program and this application to participate in the program. The Measure C Senior Scrip Program began in 2008 to provide transportation for seniors living in Fresno County. The Senior 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. Eligible Fresno County residents may use approved local taxi service providers and Lyft/Uber, at a 75% discount, to travel anywhere their service is available. The ride services are available seven days a week, 24 hours a day.

To be eligible for the program, the senior must be 70 years of age 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.** 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). If your ID does not have your current address, as entered below, then also submit a document or bill with your current address (to prove residency).

You can submit the application and proof of age and residency at the Fresno COG office or at one of our distribution locations listed on page C-6 of this application packet. For more information, please call Fresno COG at 559-233-4148 or visit us on the web at www.fresnocog.org.

To mail this application along with your proof of age and residency and a completed scrip order form, send to: **Fresno COG, 2035 Tulare Street, Suite 201, Fresno, CA 93721**

APPLICATION FORM

Name: _____

Address: _____

City, State, Zip: _____

Phone: _____ Date of Birth: _____

Email: (Optional) _____

☐ **I am 70 or older and proof of Age and Residency is attached**

Signature: _____ Date: _____

How did you hear about this program? _____

Measure C Senior Scrip Program for Seniors 70 years of age and older
ADDENDUM TO APPLICATION FOR SCRIP

FOR USE OF LYFT/UBER WITH THE 75% SENIOR SCRIP PROGRAM DISCOUNT

Fill out the information below and return to Fresno COG if you wish to use Lyft or Uber and pay with your discounted Senior Scrip. **If you do not wish to use the Lyft/Uber service, then do not fill out this form!**

Date: _____

Name: _____		User ID _____
Address: _____		
Cell Phone: _____	Home Phone _____	
I have an email address, it is: _____		
___YES ___NO	You may email me with information about my ride and account balance	
___YES ___NO	I would like to add an emergency contact to my account:	
If YES, The name is: _____		
Contact's Relationship: _____		Tel #: _____

To make your Lyft/Uber ride as pleasant as possible, please provide as much information about you and your specific commute needs. *(This information will be uploaded to your profile and will help avoid miscommunications when scheduling your ride.)*

✓YES ✓NO

_____	_____	I am hard of hearing
_____	_____	I am visually impaired (this means legally blind)
_____	_____	I have a poor memory
_____	_____	I have an oxygen tank
_____	_____	I use a walker
_____	_____	I use a cane
_____	_____	I have a service dog or other service animal
_____	_____	I need to ride in the front seat due to health reasons
_____	_____	I can only ride in standard-height vehicles (and not in big, tall cars)
_____	_____	* I use a wheelchair and I (or with the help of my caretaker) can transport myself in and out of the wheelchair

*If you need a vehicle with a wheelchair lift, presently, there are no Lyft or Uber drivers in the area with vehicles equipped with wheelchair lifts. Therefore, if you need a vehicle with a wheelchair lift, it is recommended that you not use the Lyft/Uber service at this time. Use our approved taxi service provider Fresno EOC Taxi with vehicles equipped with wheelchair lifts.

Location and driving instructions you wish to provide to the Lyft/Uber driver.

Apartment # _____ Gated Community, Code # _____

Enter instructions, if needed, to find your apartment _____

Please fill out this Application and mail to: **Fresno COG**
2035 Tulare Street, Suite 201
Fresno, CA 93721

Rev: Sept., 2020



SAVE 75% ON TAXI RIDES OR ON LYFT/UBER RIDES!

FREQUENTLY ASKED QUESTIONS (FAQs) REGARDING THE SENIOR SCRIP PROGRAM

What is the Senior 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 ride fares by purchasing senior scrip in their choice of paper scrip for use with taxi rides, or in electronic credit for use with Lyft/Uber rides. What are Lyft and Uber? LYFT and Uber are two local companies out of many other ride-hailing companies that are labeled as Transportation Network Providers (or TNC's). TNCs are licensed/authorized companies that have created a network of tens of thousands of qualified and insured drivers that are independently contracted to provide rides to people. GoGoGrandparent will access these two TNCs on your behalf to get their independent drivers to your front door and to your destination.

How does the Senior Scrip Program work?

Senior Scrip can be used at any time, 24 hours a day, and 7 days a week when needed. Each month, seniors will have a choice to purchase: 1) paper scrip that can be used to pay rides with taxi cabs/taxi service providers; OR, 2) electronic scrip credit to pay for Lyft/Uber rides. Eligible seniors can purchase in increments of \$5 which buys them \$20 worth of scrip (up to a maximum of \$100 of scrip value per month at a cost of \$25).

This is a 75% discount!

Paper Scrip *for Taxi Cabs & EOC Taxi*

- **What is paper scrip?** It is sold in books of 20 \$1-scrips at the cost of \$5. Use like cash to pay for taxi service fares only.

- **Where do I buy paper scrip and how much can I buy?** Each month participants may purchase up to \$100 worth of either paper scrip **OR** electronic scrip credit (but not both). You can purchase paper scrip at various vending locations. See the list of paper scrip sales outlets and the list of service providers on page 4 of this FAQ document.

- **How do I schedule a taxi ride?** You are responsible for scheduling, changing, and cancelling your own trip reservations. Call the taxi provider of your choice from the approved list of taxi service providers. (Not all taxi companies accept Senior Scrip Program paper scrip, only those on our list.)

- **When are taxi rides available?** Taxi cabs are available 24 hours a day, 7 days a week. (EOC Taxi's hours and days vary—call them for their current operational hours.)

Electronic Scrip *for Lyft or Uber*



- **What is electronic scrip credit?** It is sold in increments of \$20 electronic credits at the cost of \$5. Use to pay for Lyft/Uber rides.

- **Where do I buy electronic scrip and how much can I buy?** Each participant may purchase up to \$100 worth of either paper scrip **OR** electronic scrip credit (but not both) per month. Electronic scrip credit may be purchased **only** through Fresno COG, in person or by phone:

2035 Tulare Street, Suite 201
Fresno, CA 93721
(559) 233-4148

- **How do I schedule a Lyft/Uber ride?**

The Measure C Senior Scrip Program has joined with the GoGoGrandparent organization to provide our enrolled Measure C Senior Scrip program users access to Lyft and Uber ride services by dialing only one telephone number **(1-855-464-6872)**. Seniors need not own or use a smartphone to order or monitor their ride.

- **When are Lyft/Uber rides available?** Operators at **GoGoGrandparent** telephone lines and Lyft/Uber drivers are available 24 hours a day, 7 days a week.

Paper Scrip ***for Taxi Cabs & EOC Taxi***

Electronic Scrip ***for Lyft or Uber***



• **Does my paper scrip expire?** No. Senior Scrip does not expire. Scrip does not need to be used in the same month it is purchased. Use it at your convenience and when needed.

• **Can someone else ride with me?** Yes. Other people may accompany you at no extra charge, as long as the passenger limit does not exceed 4 passengers.

• **How long will I have to wait for my ride?** Your wait time for your taxi provider should not be more than 20 minutes. If a taxi provider will be later than 20 minutes, they are required to let you know so you can choose to continue waiting for them or call another taxi service provider.

• **Can I schedule a taxi ride in advance?** Yes, with some taxi service providers that have the capacity to do so. However, most prefer that you call the day you need the ride, even if you schedule it with them in advance.

• **How do I pay the taxi driver?** You are responsible for paying the entire fare displayed on the cab's meter or EOC's flat rate for your trip. Both, taxi cabs and EOC, will accept payment with paper scrip.

• **How will I know how much to pay?** Taxi cabs have a meter that will display the fare for your trip. Fresno EOC Taxi has no meter but they charge flat rates by miles traveled. (You can request EOC's flat rates in advance.)

• **May I tip the driver with paper scrip?** Yes. Our current policy allows you to tip with your choice of paper scrip or with cash if you feel the service provided by the driver has been good. (If you give the driver a choice, the driver may choose cash over the paper scrip to skip the paperwork needed to separate tips from fares at the end of a shift.)

• **Can I give or sell my paper scrip to someone else if I do not use it?** No. Senior Scrip is only to be used by the eligible enrolled senior who has been assigned a User ID Number (for use with paper scrip only). Senior Scrip is non-negotiable, non-transferable, and non-replaceable.

• **Does my electronic scrip credit expire?** No. Senior Scrip (in electronic format) does not expire. The balance at the end of the month will roll-over for you to use in the following month(s), as needed.

• **Can someone else ride with me?** Yes. Other people may accompany you, at no extra charge, as long as the passenger limit does not exceed 4 passengers (*up to 6 people if scheduling and paying for a Lyft XL or Uber XL.*)

• **How long will I have to wait for my ride?** Driver availability depends on your location, the time of day, and number of other rides being requested. In the majority of cases, your ride will arrive within 5-15 minutes -- **so be ready to leave when you call!**

• **Can I schedule a Lyft/Uber ride in advance?** Yes, but most folks call 15 minutes before they need to leave. We highly recommend you do the same as passengers' plans often change. Note that once drivers are sent to pick you up you cannot cancel without being charged a fee. **See page 3- other Lyft/Uber fees you want to prevent.**

• **How do I pay the Lyft/Uber driver?** You do not pay the driver. Electronic scrip purchases are uploaded by Fresno COG to your individual credit account. GoGo-Grandparent will draw the payment from your Senior Scrip/GoGo ride credit account and pay the driver for you.

• **How will I know how much to pay?** GoGoGrandparent will call or email you once your ride is complete with a record of your charges.

• **May I tip the driver from the value of my account?** No. Tips are not figured into the total fare of the Lyft/Uber rides that are booked through GoGoGrandparent and are not required most of the time. Lyft/Uber drivers are not customarily expected to open doors for you or help you into the car, even though the majority will do that for our seniors. If you need help with a walker or wheelchair, or loading and unloading groceries, the driver hailed to pick you up must be made aware of that in advance. Prior to his/her acceptance of your ride please notify the GoGo Grandparent associate of any special needs when you call to order your ride. You may then wish to tip the driver with cash if he/she provides this extra help.

• **Can I give or sell my electronic scrip to someone else if I do not use it?** No. Your Senior Scrip electronic ride credits are to be used by you as the eligible senior and should not be used to hail Lyft/Uber rides for others.

Paper Scrip **for Taxi Cabs & EOC Taxi**

Electronic Scrip **for Lyft or Uber**



• **I am a Fresno County resident, but I want to travel to Merced, can I use paper scrip for this trip?** Yes. However, the amount of paper scrip you are allowed to purchase may only cover part of the total cost of your trip. Please inquire about taxi fares with the taxi company before scheduling a service. *(Local taxi providers may not be able to pick you up outside of their service area, please inquire before scheduling.)*

• **I am a resident of Kings County; can I participate in the Senior Scrip Program (with paper scrip)?** No. Measure C's Senior Scrip Program is available only to Fresno County residents. Please contact your respective city offices regarding senior subsidy programs that may be available in your area.

• **How do I SIGN UP for the Senior Scrip Program?** You must complete and submit the eligibility form (***Application for Scrip***) along with your proof of age and residency to Fresno COG to become an eligible Senior Scrip User and be able to purchase scrip.

• **I am a Fresno County resident, but I want to travel to Merced, can I use electronic scrip for this trip?** Yes. GoGoGrandparent is available wherever there is Lyft and Uber service. However, the amount of electronic scrip you are allowed to purchase may only cover part of the total cost of your trip. Before scheduling a service, please consult with the GoGoGrandparent operator to ensure you have an adequate electronic credit balance needed for your trip.

• **I am a resident of Kings County; can I participate in the Senior Scrip Program (with electronic scrip)?** No. Measure C's Senior Scrip Program is available only to Fresno County residents. Please contact your respective city offices regarding senior subsidy programs that may be available in your area.

• **How do I SIGN UP for the program that allows allow me to order Lyft/Uber rides?** All seniors that are already enrolled as Measure C Senior Scrip Program users will need to complete and submit the Senior Scrip Program ***Application Addendum*** to Fresno COG. Seniors not yet enrolled as Measure C Senior Program users may complete and submit both applications at the same time.

OTHER LYFT/UBER INFORMATION (Including Other Fees)

• **Cancellation Fees from Lyft/Uber rides:** To cancel a ride with Lyft or Uber, call GoGoGrandparent and press #9 **within 2 minutes of accepting the ride, to avoid a cancellation fee**. The amount of cancellation fees is determined by the TNCs (Lyft and Uber) and Measure C Senior Scrip Program and GoGoGrandparent do not have control over those charges. Typically you would be charged \$5 - \$10.

• **No-Show Fees from Lyft/Uber rides:** It is important that you be ready to be picked-up prior to scheduling a Lyft or Uber ride. **A driver can cancel a ride and charge a no-show fee after waiting 5 minutes for you.** The amount of the no-show fee is determined by the TNCs (Lyft and Uber) and Measure C Senior Scrip Program and GoGoGrandparent do not have control over those charges.

• **Finding out your Senior Scrip Electronic Credit balance:**

You can get your current balance by calling GoGoGrandparent at 1-855-464-6872 at any time of any day or by calling Fresno COG Measure C staff during business hours at (559) 233-4148. You may also request to get your balance and ride charges sent to you via email or text. Set that up with GoGoGrandparent any time. Contact GoGoGrandparent to find out about other services they have that may be of value to you.

For more information on the Senior Scrip Program, or to get an application and an order form

Fresno Council of Governments (Fresno COG)

2035 Tulare Street, Suite 201, Fresno, CA 93721 • Phone: 559-233-4148

www.fresnocog.org (to download forms)

email: mcstaff@fresnocog.org

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

<i>Name of Location and Address</i>	<i>Telephone # and Business Hours</i>
CLOVIS CITY HALL 1033 Fifth St, Clovis, CA 93612	(559) 324-2000 8:00 am – 4:30 pm Mon-Fri
CLOVIS SENIOR CENTER 850 Fourth St., Clovis, CA 93612	(559) 324-2750 TTY: (559) 324-2753 8:00 am – 5:00 pm Mon-Fri
REEDLEY COMMUNITY CENTER 100 N. East Ave, Reedley, CA 93654	(559) 637-4203 8:00 am – 5:00 pm Mon-Fri
SANGER CITY HALL 1700 7 TH St., Sanger, CA 93657	(559) 876-6300 Option 1 8:00 am – 5:00 pm Mon-Fri
FRESNO AREA EXPRESS (FAX) MANCHESTER TRANSIT CENTER 3590 N. Blackstone Ave, Fresno, CA 93726	(559) 621-RIDE or 621-7433 8:00 am – 4:00 pm Mon-Fri
FRESNO COUNCIL OF GOVERNMENTS 2035 Tulare St, Suite 201, Fresno, CA 93721 <i>Download applications from www.fresnocog.org</i>	(559) 233-4148 7:30 am – 5:30 pm Mon-Thur 7:30 am – 4:30 pm Friday <i>Closed during lunch 12 noon – 1 pm</i>

***All orders BY MAIL only through Fresno Council of Governments at above address.**

WHAT SERVICE PROVIDER CAN I CALL TO SCHEDULE A SERVICE using Paper Scrip?

Senior scrip users should **NEVER HAIL** a taxi. Always **CALL** for one and let them know that you will be paying with scrip when scheduling a trip. Show driver your Scrip User ID card at end of trip.

TYPE 1 - Taxi Cabs They operate 24/7 and you pay them with paper scrip

<i>Name of Taxi</i>	<i>Telephone #s</i>
A+ TAXI	559-433-9111
ALPHA CAB	559-442-1245
BULLDOG CAB	559-485-6000
CHECKER CAB	559-237-7007 559-436-8294
CITY CAB	559-495-1234 559-228-8282
EXPRESS TAXI	559-233-2222
FARETTA CAB	559-434-8888 559-230-1000
FRESNO CAB	559-301-5579 559-448-7158

<i>Name of Taxi</i>	<i>Telephone #s</i>
LATINO CAB	559-233-3308 559-266-6611
SIERRA VISTA CAB	559-222-5555
TAXI AMERICA	559-233-3383
TAXI ROSA	559-477-3444
TAXI SERVICE	559-222-2223 559-266-6666
YELLOW CAB	559-275-1234 559-442-1020
AMERICAN EAGLE Service to/from SANGER/SELMA	559-856-4944
GREEN POINT TAXI Service to/from REEDLEY	559-638-8595

TYPE 2 – Fresno EOC uses vans with wheelchair lifts - you pay them with Paper Scrip

FRESNO EOC TAXI 559-263-8099



Mon - _____ 7AM – 7PM

***Fresno EOC transports eligible seniors that are not on wheelchairs as well**

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	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1								
Right-of-Way *2								
Construction *3	Prior	Prior	\$107.710					\$107.710
TOTAL COST			\$107.710					\$107.710
FUNDING PROGRAM								
Prior Measure	Prior	Prior	\$27.582					\$27.582
STIP	Prior	Prior	\$60.128					\$60.128
Other State	Prior	Prior	\$20.000					\$20.000
TOTAL FUNDING			\$107.710					\$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

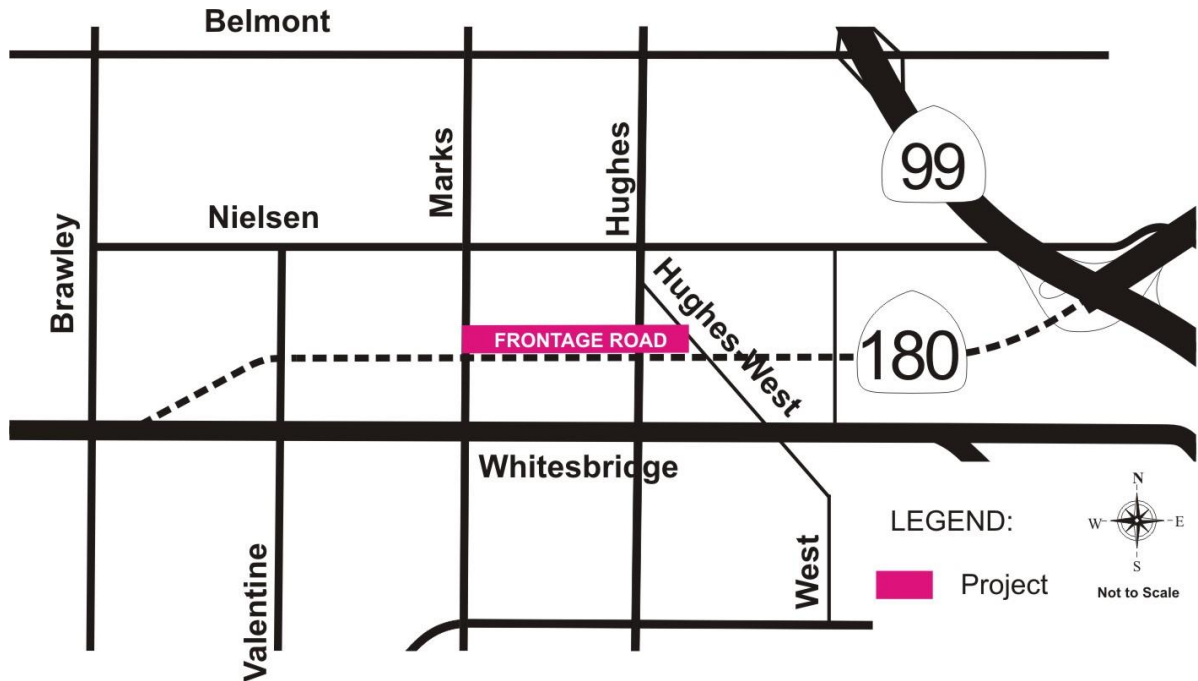
Planned Improvement: Construct Frontage Road, Realign Ronquio Boulevard & Install Traffic Signal

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	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$0.335					\$0.335
Right-of-Way *2	Prior	Prior	\$2.758					\$2.758
Construction *3	Prior	Prior	\$3.304					\$3.304
TOTAL COST			\$6.397					\$6.397
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$1.987					\$1.987
SLPP	Prior	Prior	\$1.652					\$1.652
RTMF Loan Measure	Prior	Prior	\$2.758					\$2.758
TOTAL FUNDING			\$6.397					\$6.397 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

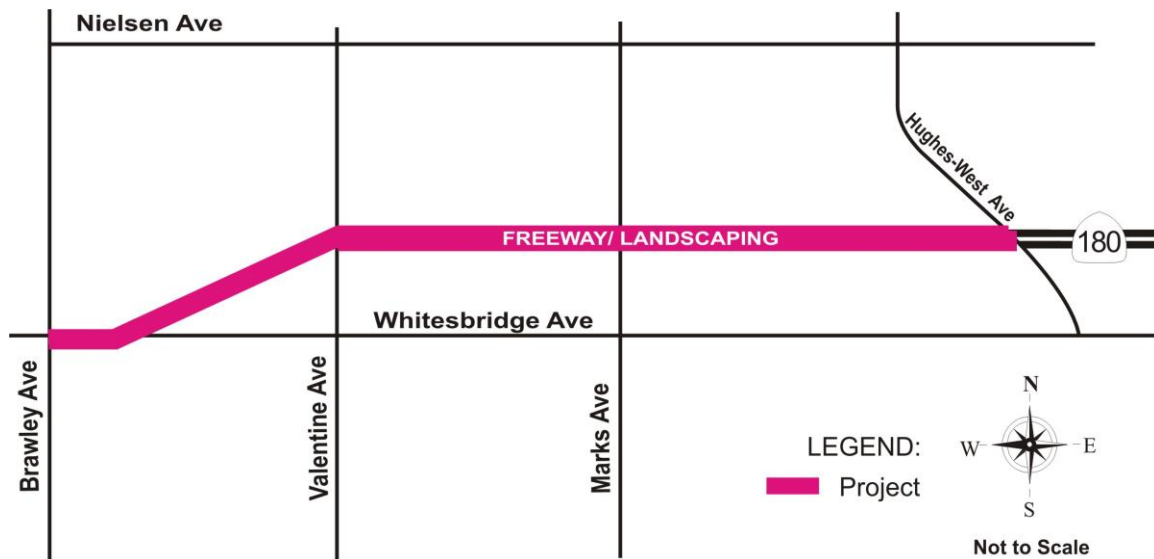
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT B1 & B3 SR 180 WEST BRAWLEY AVE. TO HUGHES-WEST AVE. CONNECTOR

Planned Improvement: Freeway Extension & Landscaping
Inflated Cost: \$76.454 million
Year of Completion: 2021- Completed
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	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$0.634					\$0.634
Right-of-Way *2	Prior	Prior	\$0.010					\$0.010
Construction *3	Prior	Prior	\$75.810					\$75.810
TOTAL COST			\$76.454					\$76.454
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$0.550					\$0.550
Prior Measure	Prior	Prior	\$58.490					\$58.490
STIP			\$5.744					\$5.744
Federal Aid	Prior	Prior	\$11.670					\$11.670
TOTAL FUNDING			\$76.454					\$76.454 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

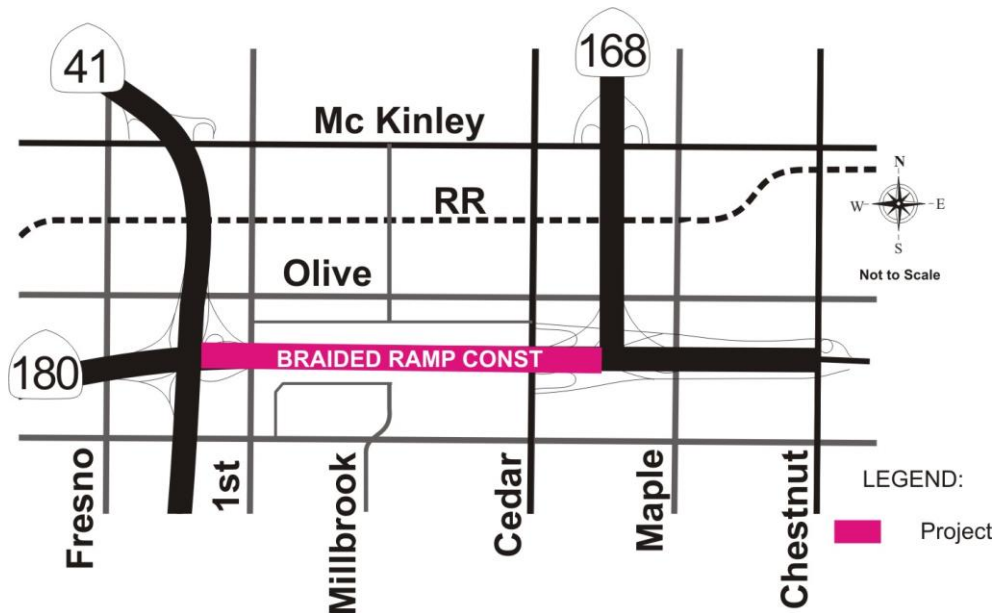
*2 Right-of-Way Acquisition

*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 - Completed
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	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering ^{*1}	Prior	Prior	\$5.265					\$5.265
Right-of-Way ^{*2}	Prior	Prior	\$0.110					\$0.110
Construction ^{*3}	Prior	Prior	\$60.319					\$60.319
TOTAL COST			\$65.694					\$65.694
FUNDING PROGRAM								
Prior Measure	Prior	Prior	\$0.756					\$0.756
RTMF Loan Prior	Prior	Prior	\$9.938					\$9.938
Other State	Prior	Prior	\$55.000					\$55.000
TOTAL FUNDING			\$65.694					\$65.694 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 D1 WILLOW AVE. SHEPHERD AVE. TO COPPER AVE.

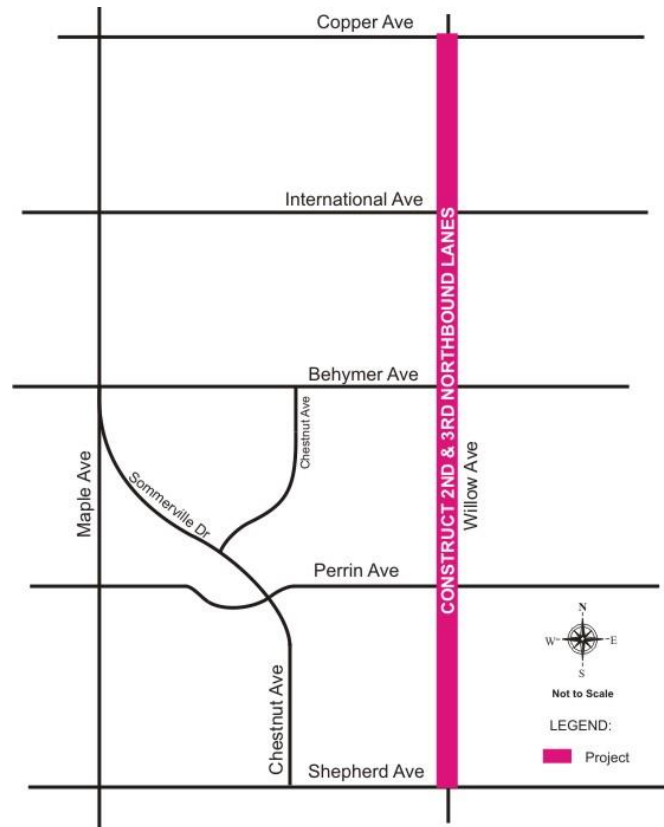
Planned Improvement: Construct 2nd & 3rd Northbound Lanes & Install Concrete Median, Curb & Gutter, Landscaping, Irrigation System & Traffic Signal at Perrin Avenue

Inflated Cost: \$10.263 million

Year of Completion: 2018 - Completed

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	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$0.628					\$0.628
Right-of-Way *2	Prior	Prior	\$2.018					\$2.018
Construction *3	Prior	Prior	\$7.617					\$7.617
TOTAL COST			\$10.263					\$10.263
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$5.712					\$5.712
Local Development Fees	Prior	Prior	\$4.551					\$4.551
TOTAL FUNDING			\$10.263					\$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.

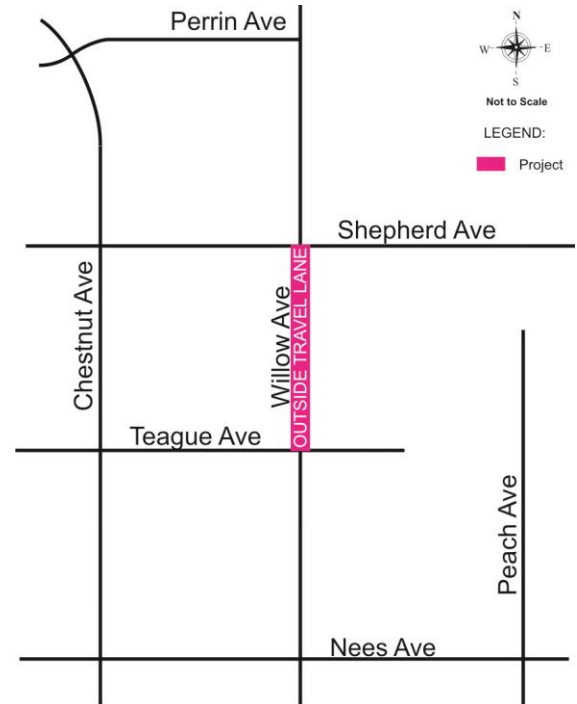
Planned Improvement: Construct Outside Travel Lane on East Side of Roadway & Install Median, Curb & Gutter, Landscaping & Irrigation

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	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$0.056					\$0.056
Right-of-Way *2	Prior	Prior	\$0.320					\$0.320
Construction *3	Prior	Prior	\$0.387					\$0.387
TOTAL COST			\$0.763					\$0.763
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$0.310					\$0.310
Local Development Fees	Prior	Prior	\$0.453					\$0.453
TOTAL FUNDING			\$0.763					\$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	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering ^{*1}	Prior	Prior	\$0.236					\$0.236
Right-of-Way ^{*2}	Prior	Prior	\$0.399					\$0.399
Construction ^{*3}	Prior	Prior	\$1.811					\$1.811
TOTAL COST			\$2.446					\$2.446
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$0.353					\$0.353
Federal Aid	Prior	Prior	\$1.781					\$1.781
Other Local	Prior	Prior	\$0.312					\$0.312
TOTAL FUNDING			\$2.446					\$2.446 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 D3 WILLOW AVE. ALLUVIAL AVE. TO 1/8 MILE NORTH OF ALLUVIAL AVE.

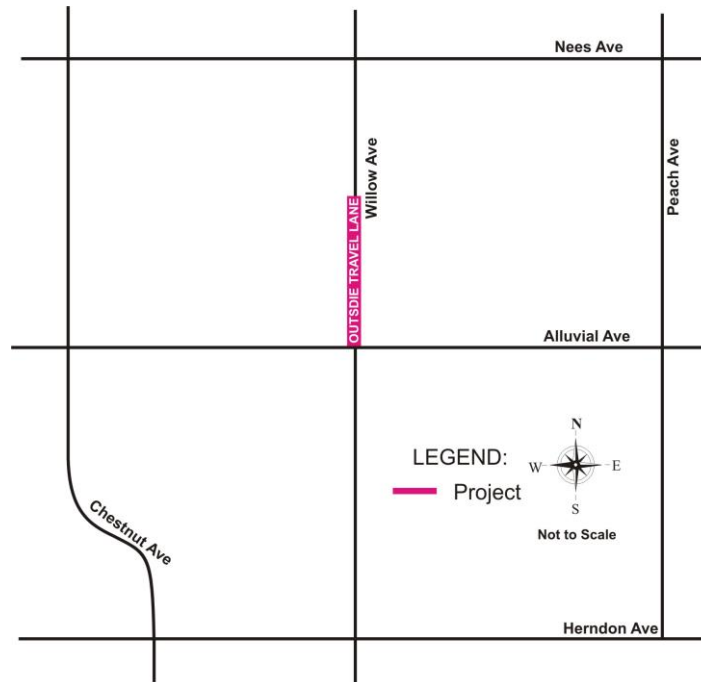
Planned Improvement: Construct Outside Travel Lane on East Side of Roadway & Install Curb & Gutter, Sidewalk, Street Lights, Median Curb & Landscaping

Inflated Cost: \$0.360 million

Year of Completion: 2013 - Completed

Priority Number: 3

Responsible Agency: City of Clovis



Revision Date: May 1, 2024

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$0.063					\$0.063
Right-of-Way *2	Prior	Prior	\$0.000					\$0.000
Construction *3	Prior	Prior	\$0.297					\$0.297
TOTAL COST			\$0.360					\$0.360
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$0.237					\$0.237
Federal Aid	Prior	Prior	\$0.123					\$0.123
TOTAL FUNDING			\$0.360					\$0.360 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 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	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering ^{*1}								
Right-of-Way ^{*2}								
Construction ^{*3}	Prior	Prior	\$0.193					\$0.193
TOTAL COST			\$0.193					\$0.193
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$0.193					\$0.193
TOTAL FUNDING			\$0.193					\$0.193 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

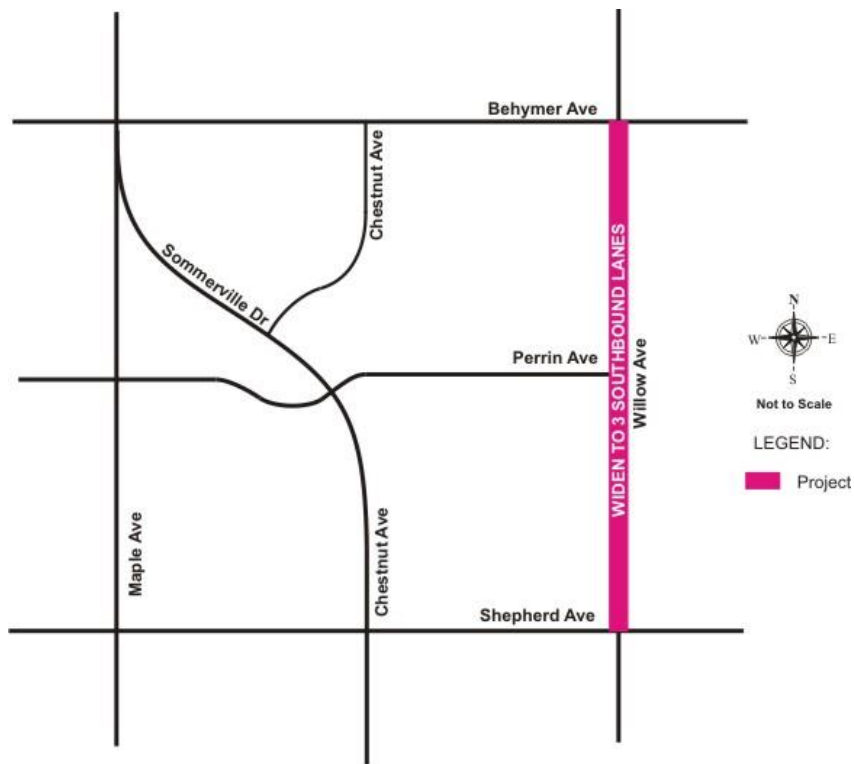
^{*2} Right-of-Way Acquisition

^{*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	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering ^{*1}	Prior	Prior	\$0.213					\$0.213
Right-of-Way ^{*2}								
Construction ^{*3}	Prior	Prior	\$2.652					\$2.652
TOTAL COST			\$2.865					\$2.865
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$2.247					\$2.247
Local Development Fees	Prior	Prior	\$0.618					\$0.618
TOTAL FUNDING			\$2.865					\$2.865 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

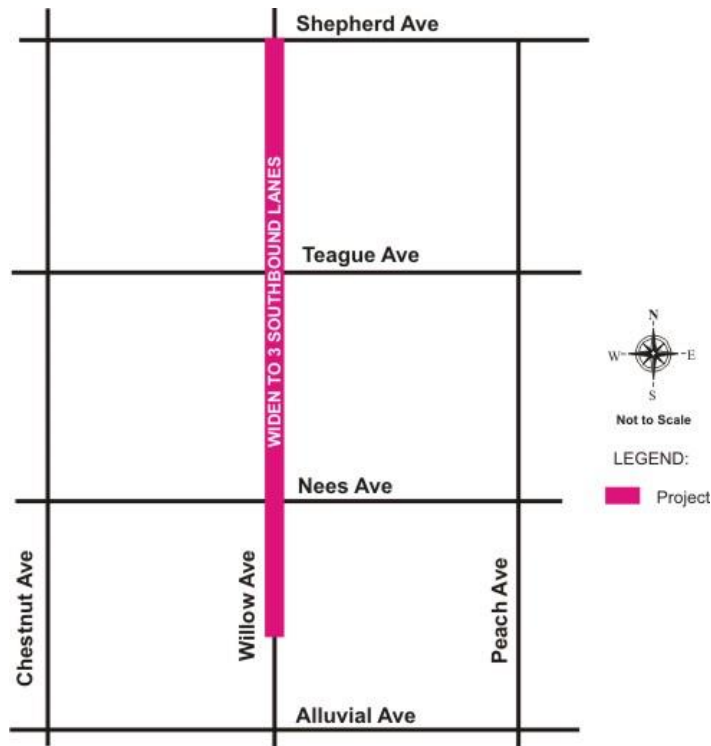
^{*2} Right-of-Way Acquisition

^{*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: \$3.897 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	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$0.290					\$0.290
Right-of-Way *2	Prior	Prior	\$0.441					\$0.441
Construction *3	Prior	Prior	\$3.166					\$3.166
TOTAL COST			\$3.897					\$3.897
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$1.338					\$1.338
Federal Aid	Prior	Prior	\$2.559					\$2.559
TOTAL FUNDING			\$3.897					\$3.897 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

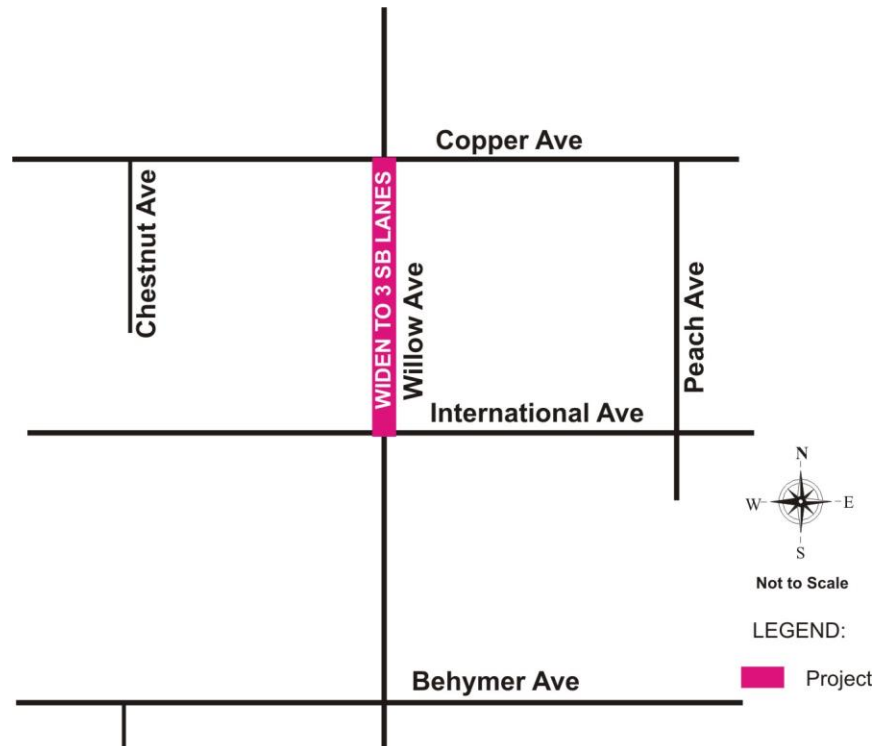
*2 Right-of-Way Acquisition

*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: 2027
Priority Number: 3
Responsible Agency: City of Fresno



Revision Date: May 1, 2024

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering ^{*1}							\$0.087	\$0.087
Right-of-Way ^{*2}								
Construction ^{*3}							\$0.696	\$0.696
TOTAL COST							\$0.783	\$0.783
FUNDING PROGRAM								
Measure "C" Extension								\$0.000
Local Development Fees							\$0.783	\$0.783
TOTAL FUNDING							\$0.783	\$0.783 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

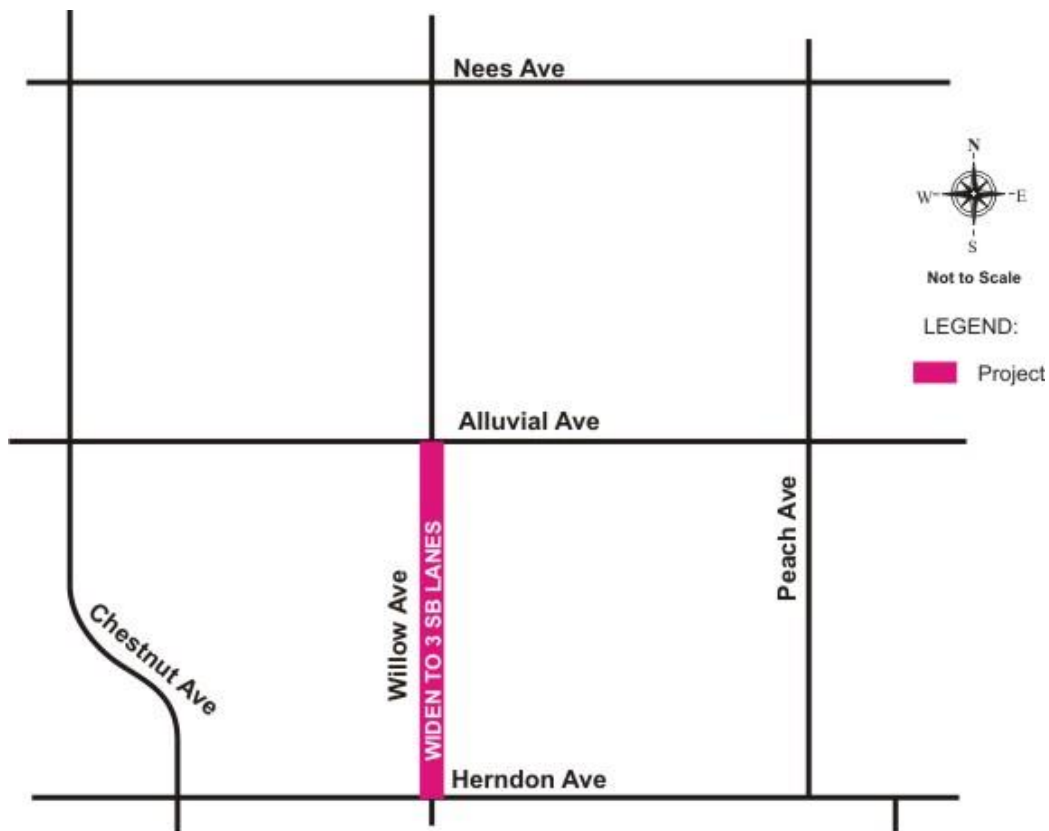
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D7 WILLOW AVE. HERNDON AVE. TO ALLUVIAL AVE.

Planned Improvement: Widen to 3 Southbound Lanes
Inflated Cost: \$5.752 million
Year of Completion: 2027
Priority Number: 3
Responsible Agency: City of Fresno



Revision Date: May 1, 2024

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering ^{*1}	2023/24	2023/24		\$0.250				\$0.250
Right-of-Way ^{*2}	2023/24	2023/24		\$0.865				\$0.865
Construction ^{*3}	2026/27	2026/27					\$4.637	\$4.637
TOTAL COST				\$1.115			\$4.637	\$5.752
FUNDING PROGRAM								
Measure "C" Extension								
Local Development Fees	2023/24	2026/27		\$1.115			\$4.637	\$5.752
TOTAL FUNDING				\$1.115			\$4.637	\$5.752 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 D8 WILLOW AVE. BARSTOW AVE. TO ESCALON AVE.

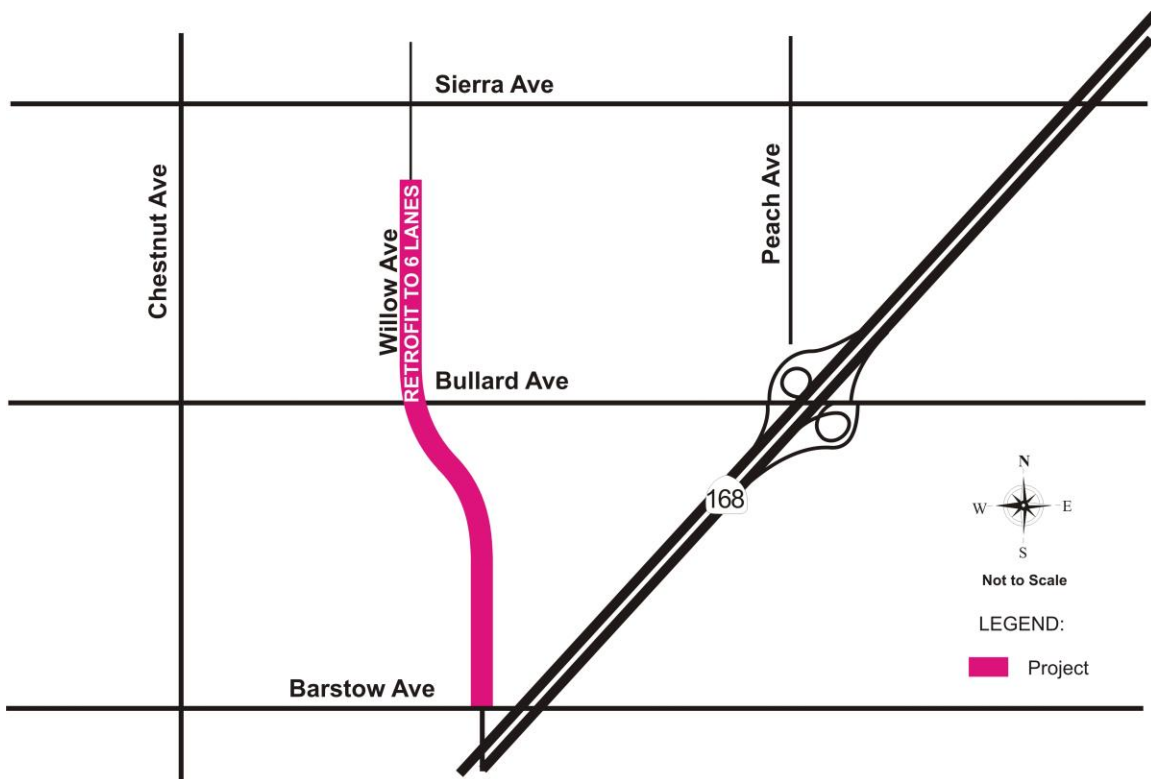
Planned Improvement: Retrofit to 6 Lanes, Add Bike Path and Improve Intersection at Willow Ave/Bullard Ave

Inflated Cost: \$2.267 million

Year of Completion: 2013 - Completed

Priority Number: 3

Responsible Agency: City of Fresno



Revision Date: May 1, 2024

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering ^{*1}	Prior	Prior	\$0.325					\$0.325
Right-of-Way ^{*2}	Prior	Prior	\$0.112					\$0.112
Construction ^{*3}	Prior	Prior	\$1.830					\$1.830
TOTAL COST			\$2.267					\$2.267
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$1.302					\$1.302
SLPP	Prior	Prior	\$0.965					\$0.965
TOTAL FUNDING			\$2.267					\$2.267 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.

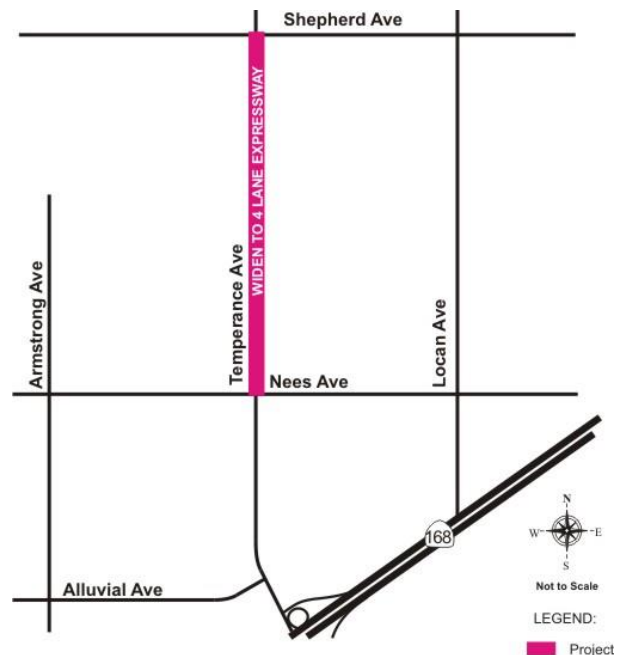
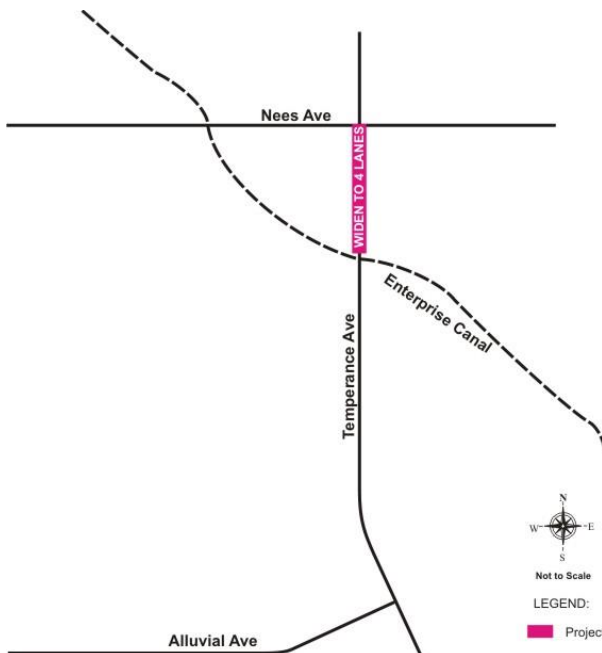
Planned Improvement: Widen to 4 Lane Divided Expressway/Arterial & Install Traffic Signal

Inflated Cost: \$2.381 million

Year of Completion: 2013 - Completed

Priority Number: 8

Responsible Agency: City of Clovis



Revision Date: May 1, 2024

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering ^{*1}	Prior	Prior	\$0.223					\$0.223
Right-of-Way ^{*2}	Prior	Prior	\$0.346					\$0.346
Construction ^{*3}	Prior	Prior	\$1.812					\$1.812
TOTAL COST			\$2.381					\$2.381
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$1.653					\$1.653
SLPP	Prior	Prior	\$0.728					\$0.728
TOTAL FUNDING			\$2.381					\$2.381 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.

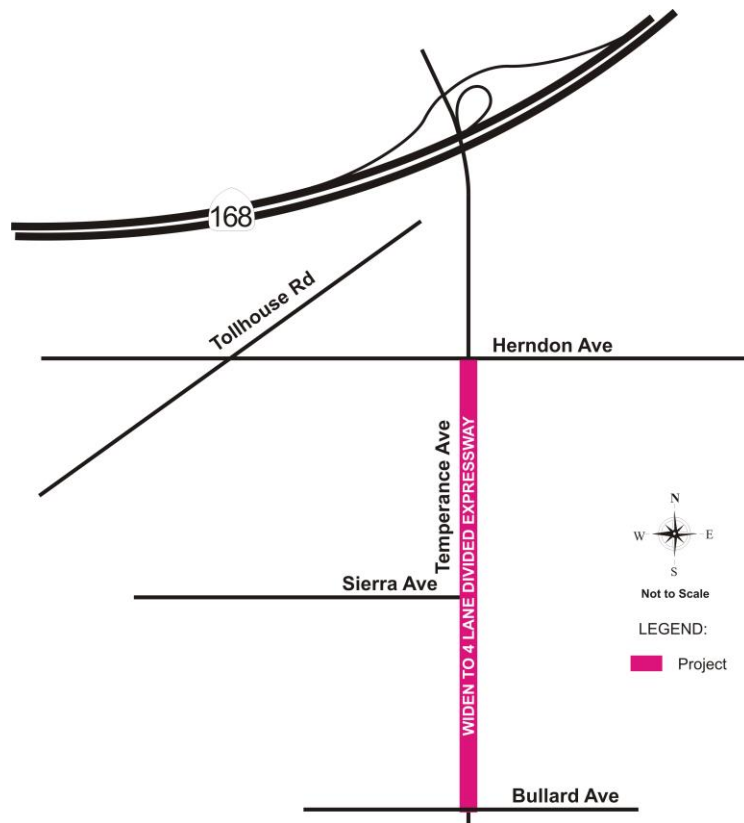
Planned Improvement: Widen to 4 Lane Divided Expressway/Arterial & Install Traffic Signal

Inflated Cost: \$2.679 million

Year of Completion: 2013 - Completed

Priority Number: 8

Responsible Agency: City of Clovis



Revision Date: May 1, 2024

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering ^{*1}	Prior	Prior	\$0.295					\$0.295
Right-of-Way ^{*2}								
Construction ^{*3}	Prior	Prior	\$2.384					\$2.384
TOTAL COST			\$2.679					\$2.679
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$1.280					\$1.280
SLPP	Prior	Prior	\$1.298					\$1.298
Federal Aid	Prior	Prior	\$0.101					\$0.101
TOTAL FUNDING			\$2.679					\$2.679 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: \$.451 million

Year of Completion: 2015 - Completed

Priority Number: 8

Responsible Agency: City of Clovis



Revision Date: May 1, 2024

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$0.068					\$0.068
Right-of-Way *2								\$0.000
Construction *3	Prior	Prior	\$0.383					\$0.383
TOTAL COST			\$0.451					\$0.451
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$0.097					\$0.097
Federal Aid	Prior	Prior	\$0.354					\$0.354
TOTAL FUNDING			\$0.451					\$0.451 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

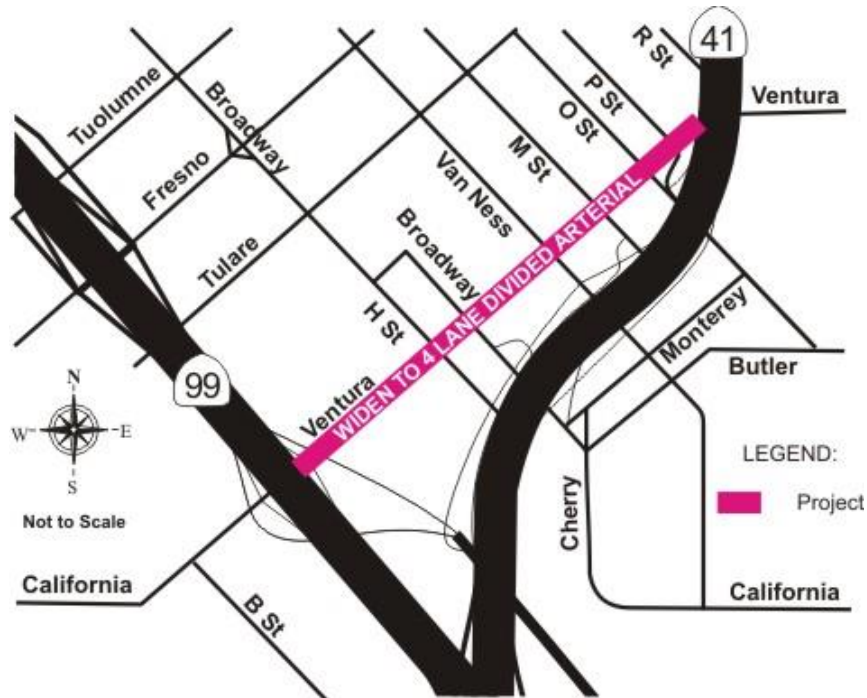
*2 Right-of-Way Acquisition

*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: \$3.427 million
Year of Completion: 2021 - Completed
Priority Number: 3
Responsible Agency: City of Fresno



Revision Date: May 1, 2024

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering ^{*1}	Prior	Prior	\$0.219					\$0.219
Right-of-Way ^{*2}	Prior	Prior	\$0.820					\$0.820
Construction ^{*3}	Prior	Prior	\$2.388					\$2.388
TOTAL COST			\$3.427					\$3.427
FUNDING PROGRAM								
TOTAL FUNDING^{*4}								

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

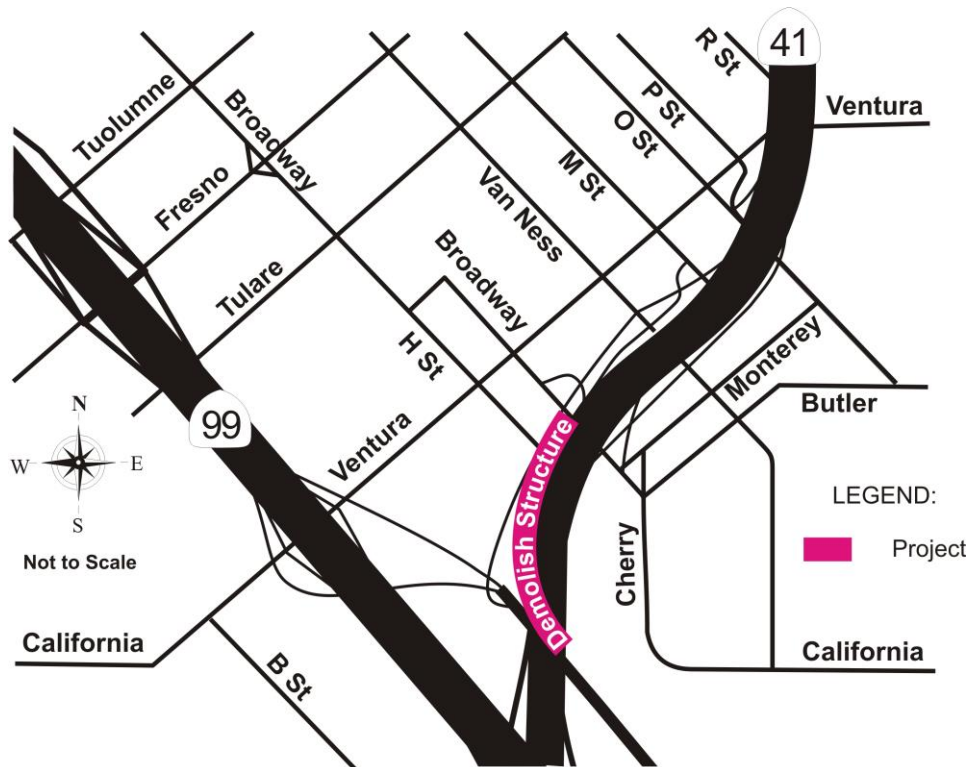
^{*3} Project Construction & Construction Management

^{*4} No Measure Funding

Short-Term Regional Transportation Program

URBAN PROJECT G MONTEREY BRIDGE BROADWAY TO GOLDEN STATE BLVD.

Planned Improvement: Demolish Structure
Inflated Cost: \$1.207 million
Year of Completion: 2012 - Completed
Priority Number: 2
Responsible Agency: City of Fresno



Revision Date: May 1, 2024

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$0.155					\$0.155
Right-of-Way *2								
Construction *3	Prior	Prior	\$1.052					\$1.052
TOTAL COST			\$1.207					\$1.207
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$1.207					\$1.207
TOTAL FUNDING			\$1.207					\$1.207 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

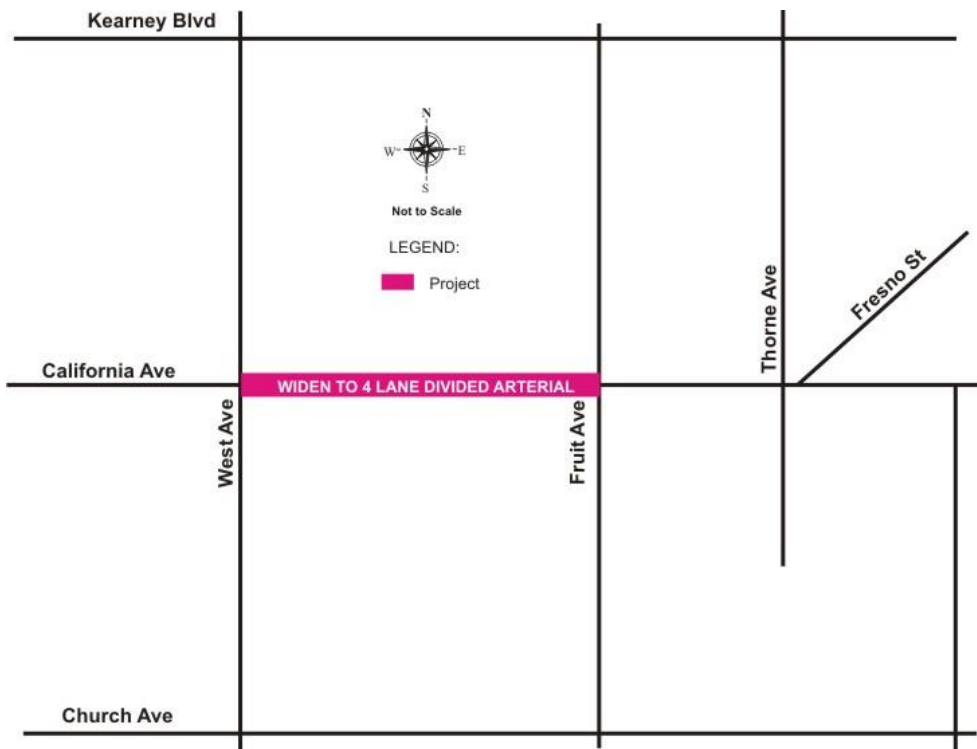
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT 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	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering ^{*1}								
Right-of-Way ^{*2}								
Construction ^{*3}	Prior	Prior	\$1.900					\$1.900
TOTAL COST			\$1.900					\$1.900
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$1.900					\$1.900
TOTAL FUNDING			\$1.900					\$1.900 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

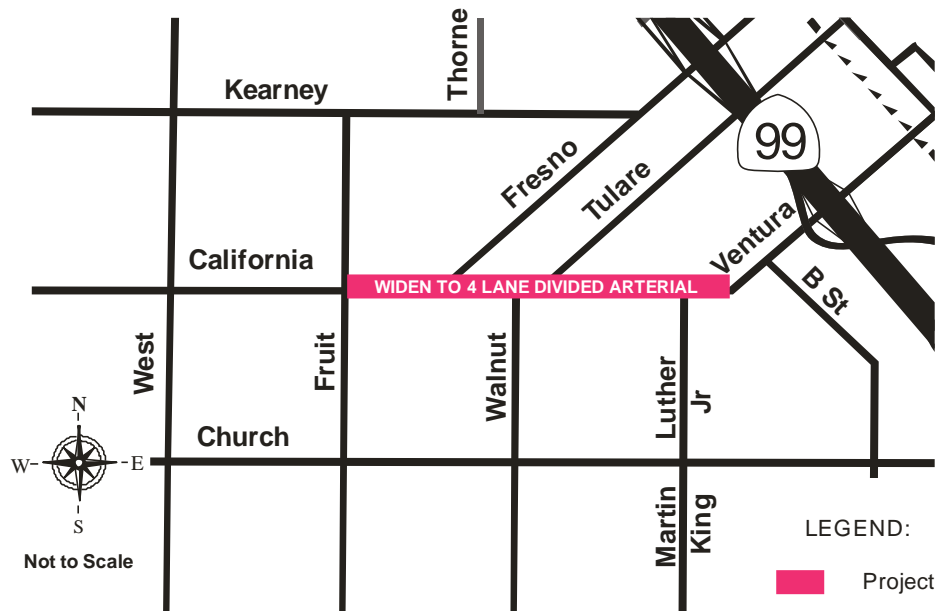
^{*2} Right-of-Way Acquisition

^{*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: \$23.111 million
Year of Completion: 2025
Priority Number: N/A
Responsible Agency: City of Fresno



Revision Date: May 1, 2024

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering ^{*1}	2023/24	2024/25		2.318				\$2.318
Right-of-Way ^{*2}	2023/24	2024/25		0.709				\$0.709
Construction ^{*3}	2024/25	2024/25			\$20.084			\$20.084
TOTAL COST				\$3.027	\$20.084			\$23.111
FUNDING PROGRAM								
Measure "C" Extension	2023/24	2024/25		\$2.422	\$16.067			\$18.489
Local Development Fees	2023/24	2024/25		\$0.605	\$4.017			\$4.622
TOTAL FUNDING				\$3.027	\$20.084			\$23.111 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

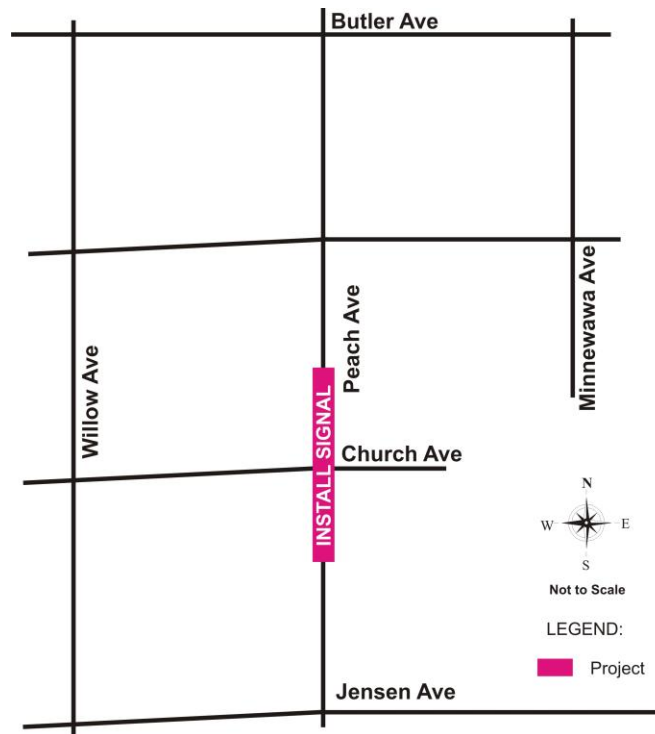
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT I2A PEACH AVE. AT CHURCH AVE.

Planned Improvement: Install Traffic Signal
Inflated Cost: \$0.441 million
Year of Completion: 2012 - Completed
Priority Number: N/A
Responsible Agency: City of Fresno



Revision Date: May 1, 2024

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$0.018					\$0.018
Right-of-Way *2	Prior	Prior	\$0.013					\$0.013
Construction *3	Prior	Prior	\$0.410					\$0.410
TOTAL COST			\$0.441					\$0.441
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$0.174					\$0.174
Other State	Prior	Prior	\$0.267					\$0.267
TOTAL FUNDING			\$0.441					\$0.441 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

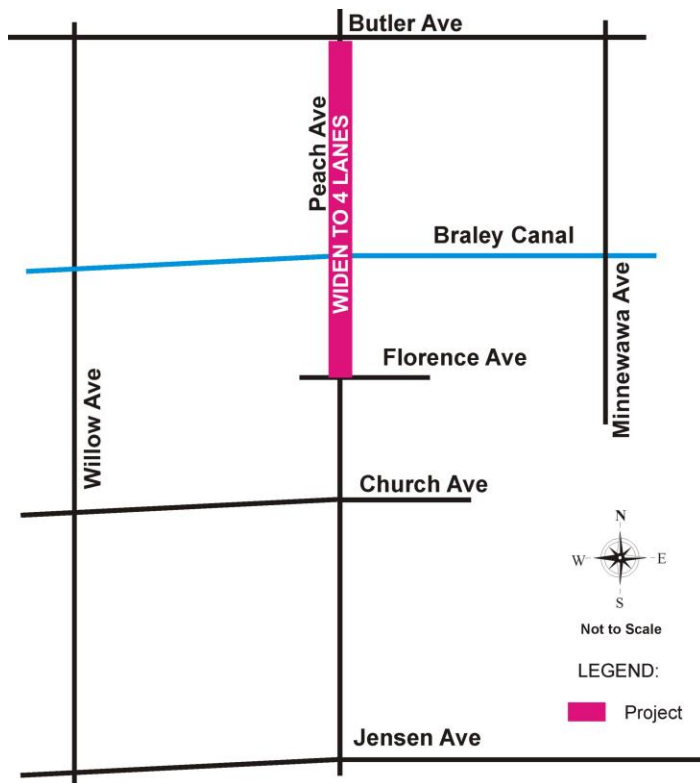
*2 Right-of-Way Acquisition

*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: \$7.283 million
Year of Completion: 2018 - Completed
Priority Number: N/A
Responsible Agency: City of Fresno



Revision Date: May 1, 2024

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$0.756					\$0.756
Right-of-Way *2	Prior	Prior	\$0.186					\$0.186
Construction *3	Prior	Prior	\$6.341					\$6.341
TOTAL COST			\$7.283					\$7.283
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$5.710					\$5.710
Other State	Prior	Prior	\$1.400					\$1.400
Local Development Fees	Prior	Prior	\$0.173					\$0.173
TOTAL FUNDING			\$7.283					\$7.283 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

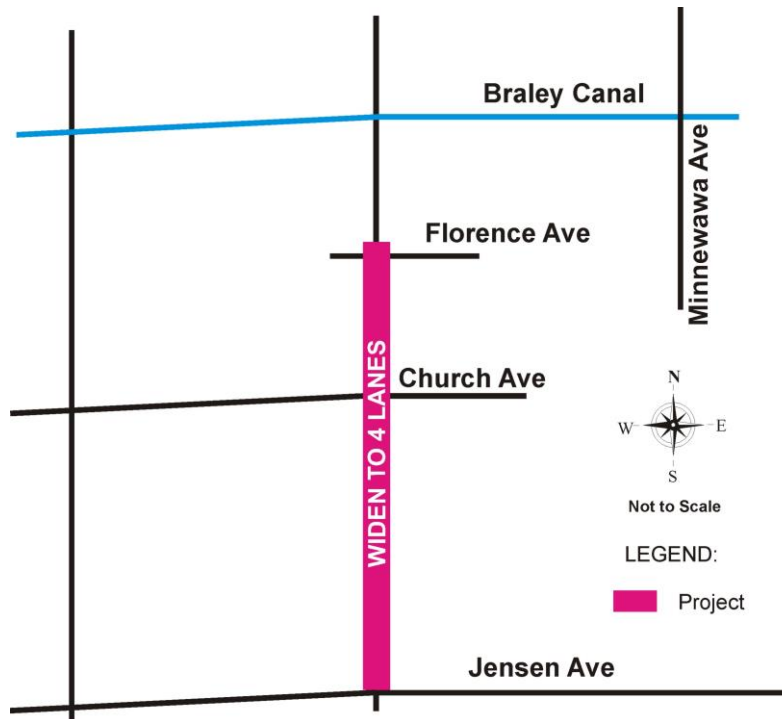
*2 Right-of-Way Acquisition

*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: \$3.006 million
Year of Completion: 2025
Priority Number: N/A
Responsible Agency: City of Fresno



Revision Date: May 1, 2024

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	2023/24	2023/24		\$0.250				\$0.250
Right-of-Way *2	2024/25	2024/25			\$0.051			\$0.051
Construction *3	2024/25	2024/25			\$2.705			\$2.705
TOTAL COST				\$0.250	\$2.756			\$3.006
FUNDING PROGRAM								
Measure "C" Extension	2023/24	2024/25		\$0.200	\$2.205			\$2.405
Local Development Fees	2023/24	2024/25		\$0.050	\$0.551			\$0.601
TOTAL FUNDING				\$0.250	\$2.756			\$3.006 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

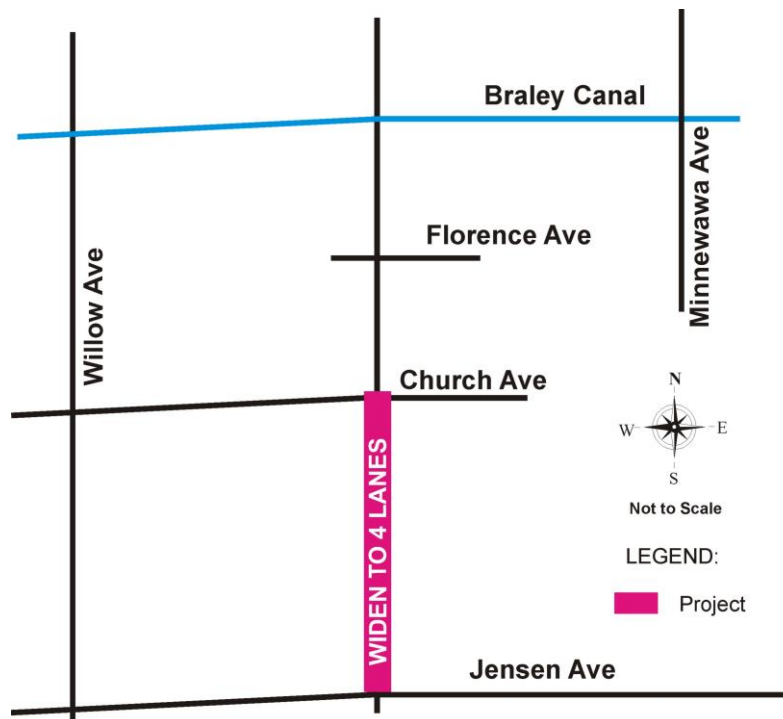
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT I2D PEACH AVE. CHURCH AVE. TO JENSEN AVE.

Planned Improvement: Widen to 4 Lanes
Inflated Cost: \$4.216 million
Year of Completion: 2026
Priority Number: N/A
Responsible Agency: City of Fresno



Revision Date: May 1, 2024

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	2023/24	2023/24		\$0.293				\$0.250
Right-of-Way *2	2024/25	2024/25			\$0.755			\$0.755
Construction *3	2024/25	2024/25				\$3.168		\$3.168
TOTAL COST				\$0.293	\$0.755	\$3.168		\$4.216
FUNDING PROGRAM								
Measure "C" Extension	2023/24	2024/25		\$0.234	\$0.604	\$2.535		\$3.373
Local Development Fees	2023/24	2024/25		\$0.059	\$0.151	\$0.633		\$0.843
TOTAL FUNDING				\$0.293	\$0.755	\$3.168		\$4.216 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

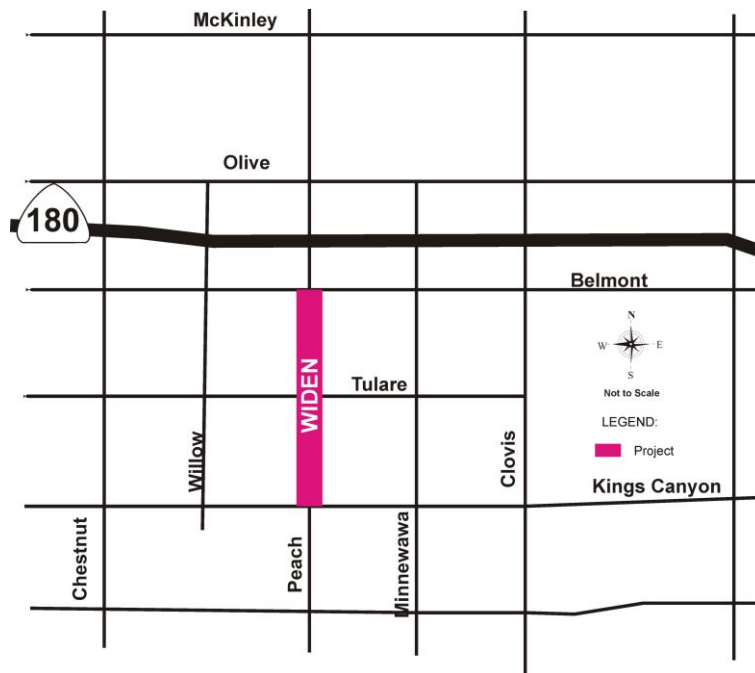
*2 Right-of-Way Acquisition

*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: \$10.360 million
Year of Completion: 2013 - Completed
Priority Number: 1
Responsible Agency: City of Fresno



Revision Date: May 1, 2024

Project Schedule/Cost Estimates/Fee Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$0.849					\$0.849
Right-of-Way *2	Prior	Prior	\$4.162					\$4.162
Construction *3	Prior	Prior	\$5.349					\$5.349
TOTAL COST			\$10.360					\$10.360
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$5.246					\$5.246
SLPP	Prior	Prior	\$3.114					\$3.114
Other State	Prior	Prior	\$2.000					\$2.000
TOTAL FUNDING			\$10.360					\$10.360 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

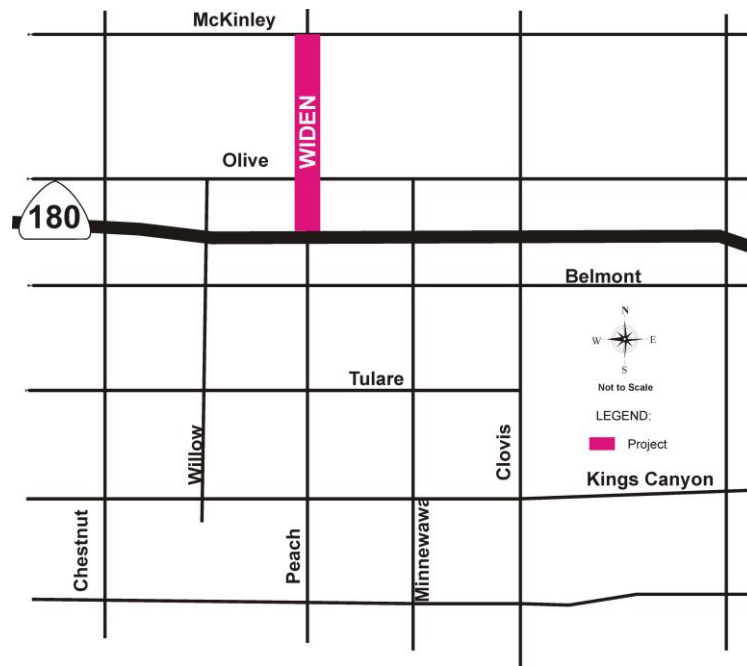
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT I4 PEACH AVE. MCKINLEY AVE. TO SR 180

Planned Improvement: Widen to 4 Lanes
Inflated Cost: \$5.777 million
Year of Completion: 2025
Priority Number: 1
Responsible Agency: City of Fresno



Revision Date: May 1, 2024

Project Schedule/Cost Estimates/Fee Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering ^{*1}	2023/24	2023/24		\$0.588				\$0.588
Right-of-Way ^{*2}								
Construction ^{*3}	2024/25	2024/25			\$5.189			\$5.189
TOTAL COST				\$0.588	\$5.189			\$5.777
FUNDING PROGRAM								
Measure "C" Extension	2023/24	2024/25		\$0.471	\$4.151			\$4.622
SLPP	2023/24	2024/25		\$0.117	\$1.038			\$1.155
TOTAL FUNDING				\$0.588	\$5.189			\$5.777 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

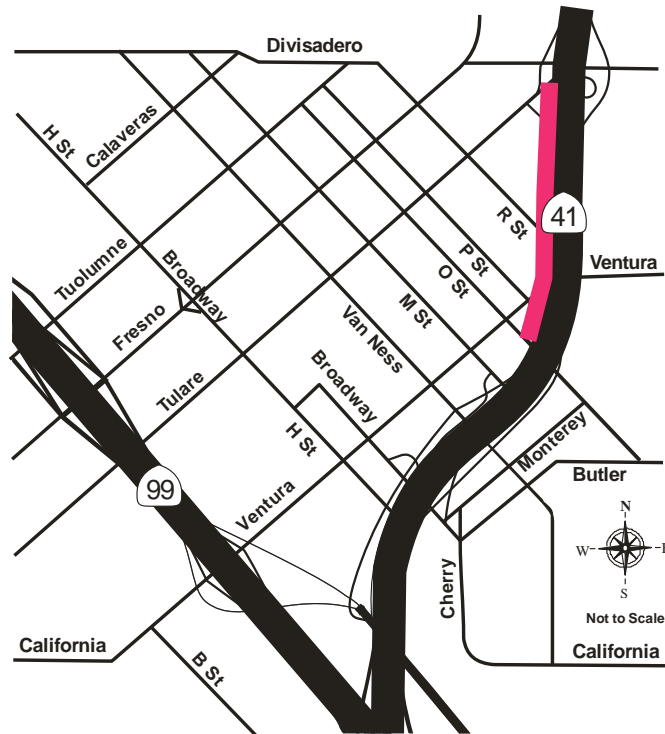
^{*2} Right-of-Way Acquisition

^{*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: \$5.345 million
Year of Completion: 2017 - Completed
Priority Number: N/A
Responsible Agency: Caltrans



Revision Date: September 1, 2020

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$1.650					\$1.650
Right-of-Way *2	Prior	Prior	\$0.150					\$0.150
Construction *3	Prior	Prior	\$3.545					\$3.545
TOTAL COST			\$5.345					\$5.345
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$5.345					\$5.345
TOTAL FUNDING			\$5.345					\$5.345 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.

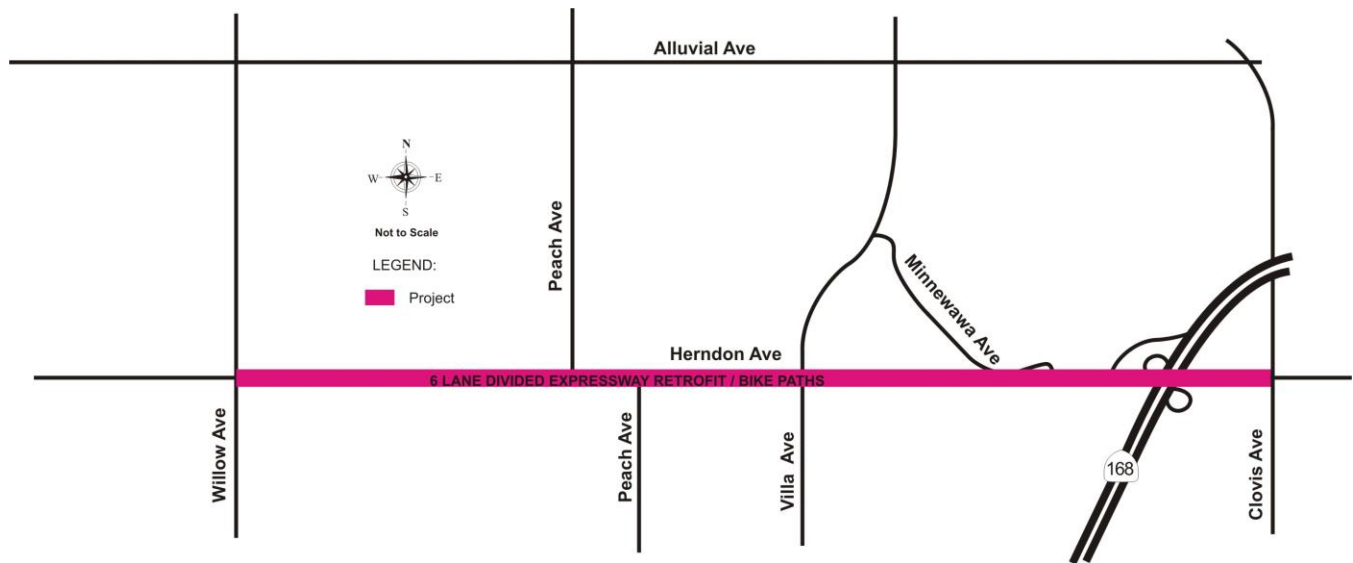
Planned Improvement: Widen to 6 Lane Divided Expressway, Traffic Signal, Sidewalks, Overlay, Landscaping, Median, Street Lights, & Curb & Gutter

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	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$0.205					\$0.205
Right-of-Way *2	Prior	Prior	\$0.976					\$0.976
Construction *3	Prior	Prior	\$2.753					\$2.753
TOTAL COST			\$3.934					\$3.934
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$0.641					\$0.641
Other State	Prior	Prior	\$0.295					\$0.295
Federal Aid	Prior	Prior	\$1.963					\$1.963
Local Development Fees	Prior	Prior	\$0.915					\$0.915
Other Local	Prior	Prior	\$0.120					\$0.120
TOTAL FUNDING			\$3.934					\$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.

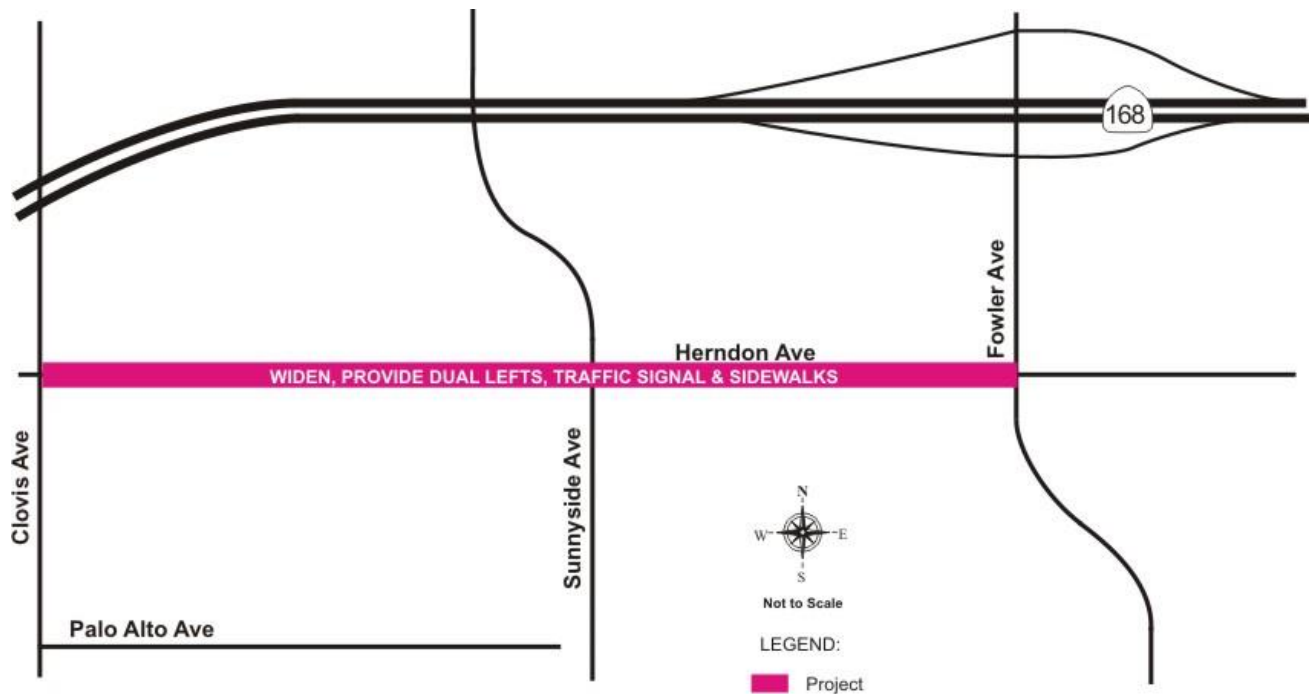
Planned Improvement: Widen, Provide Dual Left Turn Lanes, & Install Traffic Signal, Sidewalks, Median, Curb & Gutter

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	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$0.168					\$0.168
Right-of-Way *2	Prior	Prior	\$0.297					\$0.297
Construction *3	Prior	Prior	\$2.013					\$2.013
TOTAL COST			\$2.478					\$2.478
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$1.629					\$1.629
SLPP	Prior	Prior	\$0.799					\$0.799
Local Development Fees	Prior	Prior	\$0.050					\$0.050
TOTAL FUNDING			\$2.478					\$2.478 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PS/E), 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.

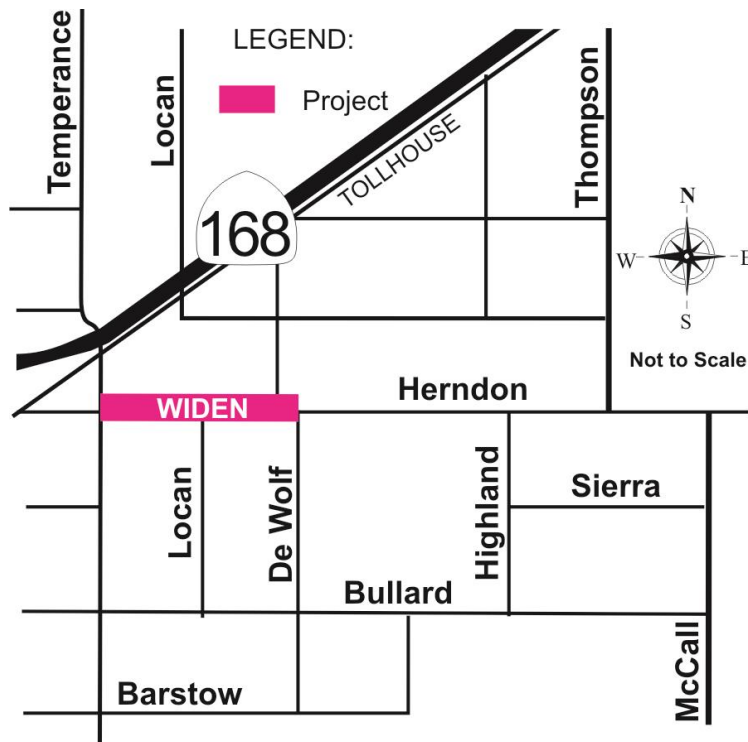
Planned Improvement: Widen, Provide Dual Left Turn Lanes, & Install Traffic Signal & Sidewalks

Inflated Cost: \$14.060 million

Year of Completion: 2018 - Completed

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	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$1.288					\$1.288
Right-of-Way *2	Prior	Prior	\$4.241					\$4.241
Construction *3	Prior	Prior	\$8.531					\$8.531
TOTAL COST			\$14.060					\$14.060
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$11.248					\$11.248
Local Development Fees	Prior	Prior	\$2.812					\$2.812
TOTAL FUNDING			\$14.060					\$14.060 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

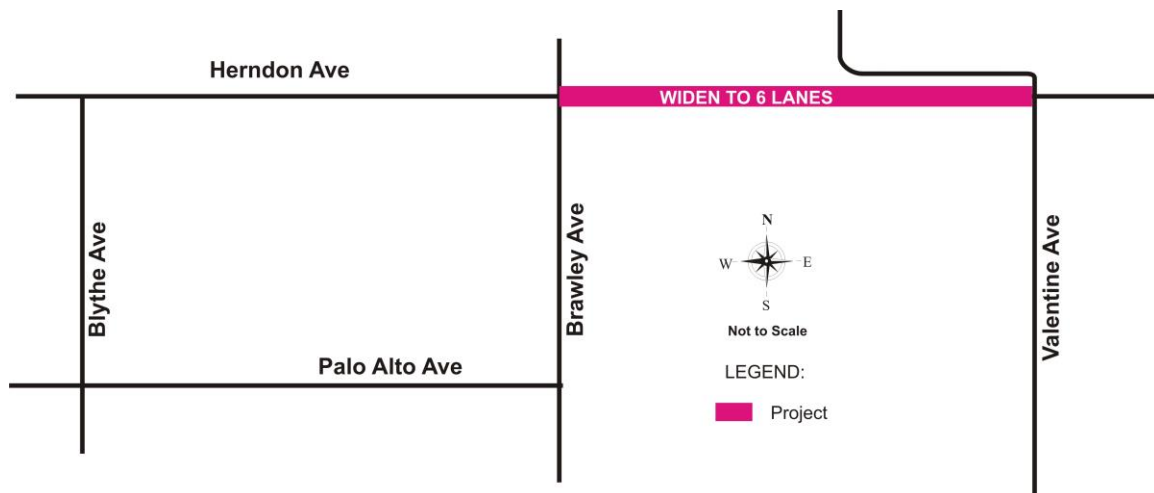
*2 Right-of-Way Acquisition

*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	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$0.263					\$0.263
Right-of-Way *2	Prior	Prior	\$0.758					\$0.758
Construction *3	Prior	Prior	\$1.930					\$1.930
TOTAL COST			\$2.951					\$2.951
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$1.166					\$1.166
Federal Aid	Prior	Prior	\$1.770					\$1.770
Local Development Fees	Prior	Prior	\$0.015					\$0.015
TOTAL FUNDING			\$2.951					\$2.951 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

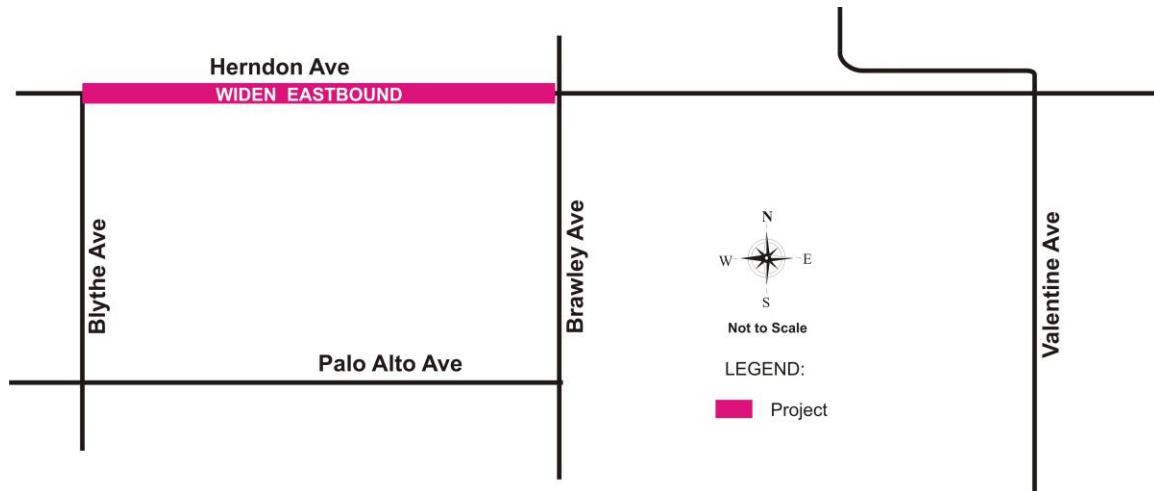
*2 Right-of-Way Acquisition

*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	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$0.250					\$0.250
Right-of-Way *2	Prior	Prior	\$0.050					\$0.050
Construction *3	Prior	Prior	\$1.636					\$1.636
TOTAL COST			\$1.936					\$1.936
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$1.118					\$1.118
SLPP	Prior	Prior	\$0.818					\$0.818
TOTAL FUNDING			\$1.936					\$1.936 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

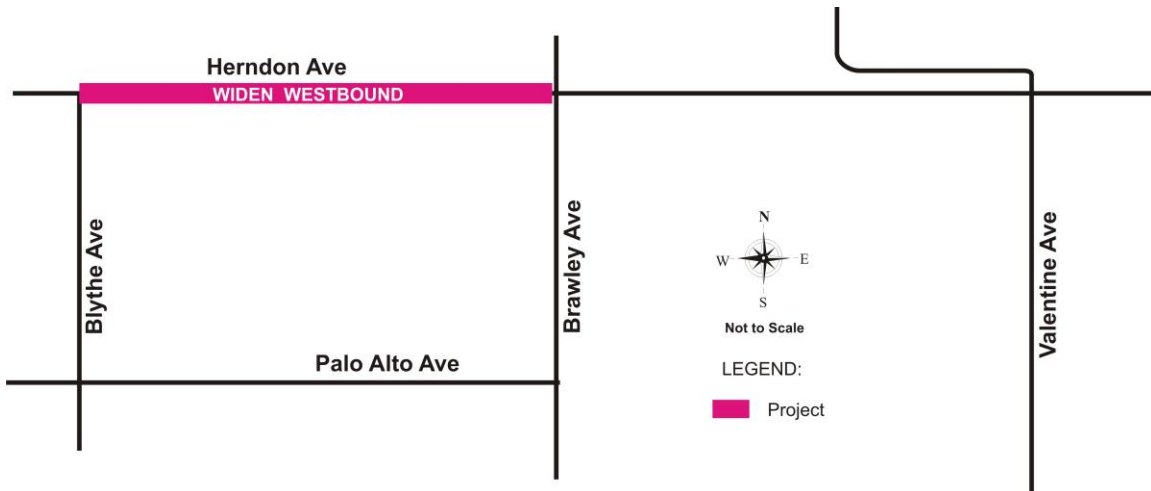
*2 Right-of-Way Acquisition

*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 - Completed
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	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$0.118					\$0.118
Right-of-Way *2	Prior	Prior	\$0.100					\$0.100
Construction *3	Prior	Prior	\$0.707					\$0.707
TOTAL COST			\$0.925					\$0.925
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$0.105					\$0.105
Federal Aid	Prior	Prior	\$0.820					\$0.820
TOTAL FUNDING			\$0.925					\$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	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$0.115					\$0.115
Right-of-Way *2	Prior	Prior	\$0.662					\$0.662
Construction *3	Prior	Prior	\$2.123					\$2.123
TOTAL COST			\$2.900					\$2.900
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$0.771					\$0.771
Federal Aid	Prior	Prior	\$2.129					\$2.129
TOTAL FUNDING			\$2.900					\$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.

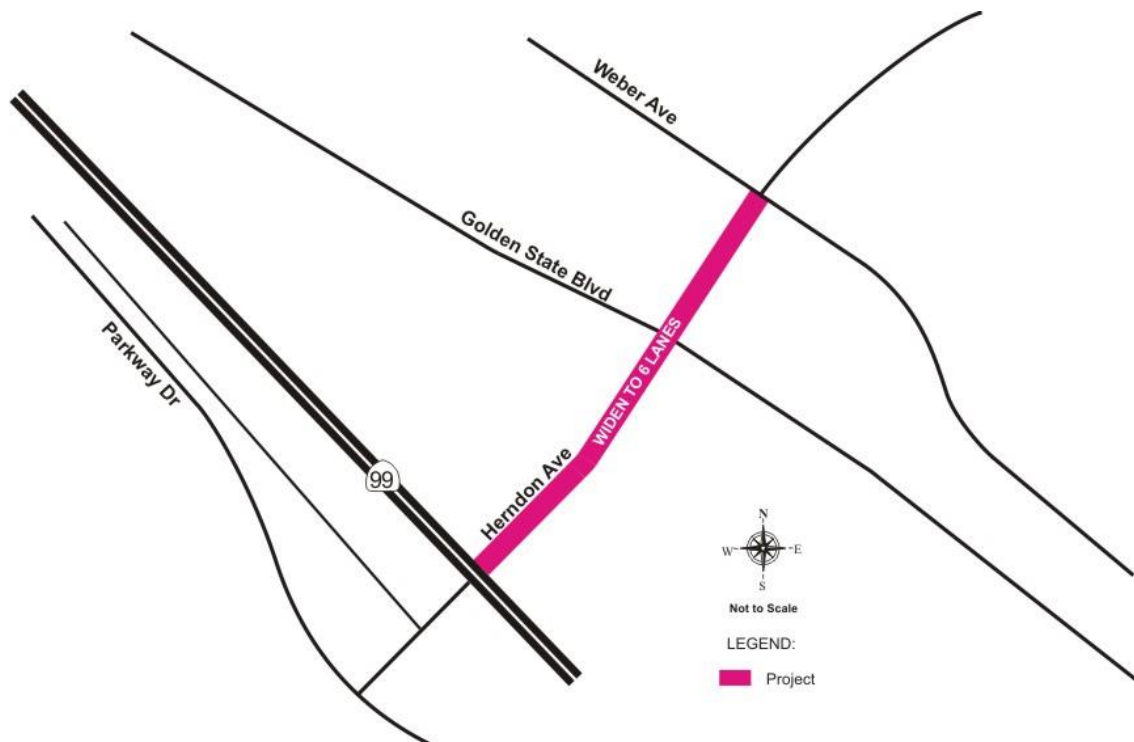
Planned Improvement: Widen to 6 Lanes & Provide Dual Left Turns at Golden State Boulevard

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	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$0.275					\$0.275
Right-of-Way *2	Prior	Prior	\$0.305					\$0.305
Construction *3	Prior	Prior	\$4.944					\$4.944
TOTAL COST			\$5.524					\$5.524
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$0.996					\$0.996
Federal Aid	Prior	Prior	\$4.528					\$4.528
TOTAL FUNDING			\$5.524					\$5.524 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

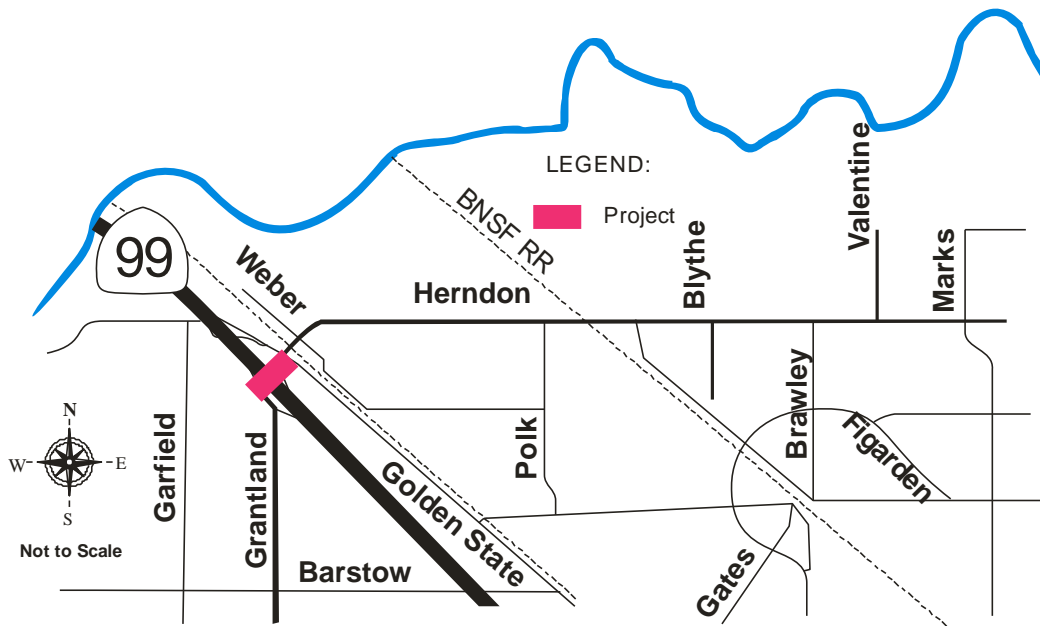
*2 Right-of-Way Acquisition

*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: May 1, 2024

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering ^{*1}	2025/26	2025/26				\$0.851		\$0.851
Right-of-Way ^{*2}								\$0.000
Construction ^{*3}	2026/27	2026/27					\$25.514	\$25.514
TOTAL COST							\$25.514	\$26.365
FUNDING PROGRAM								
Measure "C" Extension								
Local Development Fees	2025/26	2026/27				\$0.851	\$25.514	\$26.365
TOTAL FUNDING						\$0.851	\$25.514	26.365 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

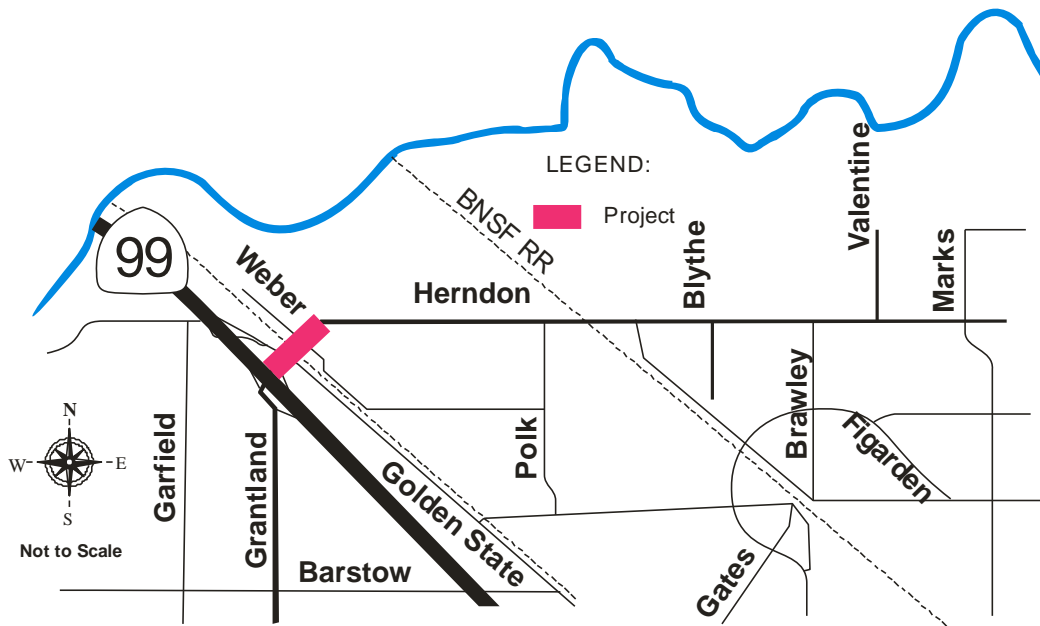
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT 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: May 1, 2024

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1								\$0.000
Right-of-Way *2								\$0.000
Construction *3	2026/27	2026/27					\$61.373	\$61.373
TOTAL COST							\$61.373	\$61.373
FUNDING PROGRAM								
Other State	2026/27	2026/27					\$61.373	\$61.373
TOTAL FUNDING							\$61.373	\$61.373 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

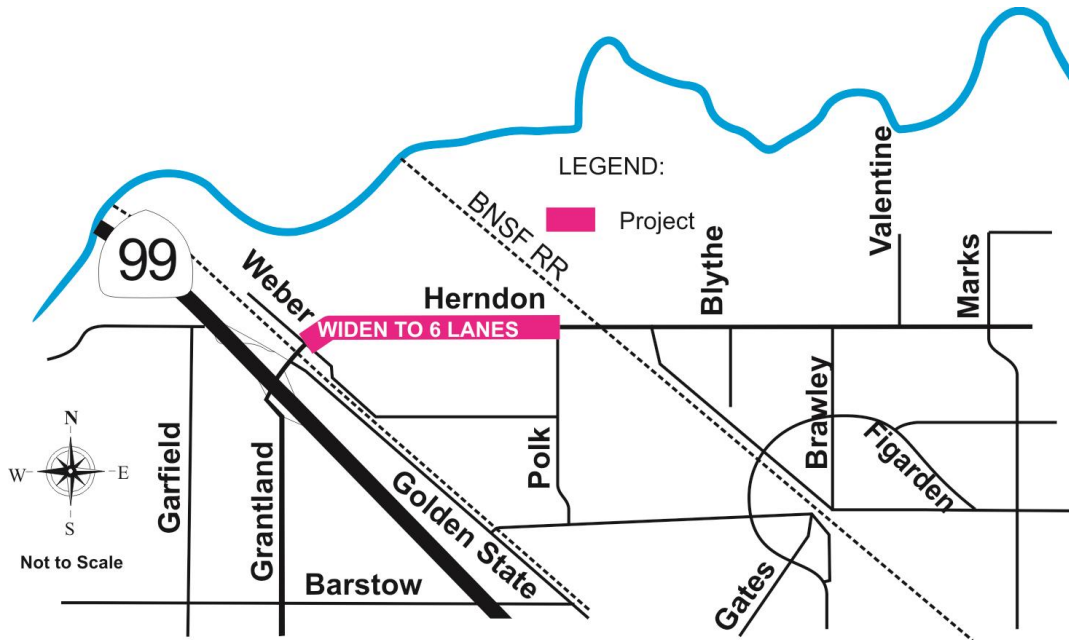
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K10 HERNDON AVE. WEBER AVE. TO POLK AVE.

Planned Improvement: Widen to 6 Lanes
Inflated Cost: \$2.931 million
Year of Completion: 2021- Completed
Priority Number: 5
Responsible Agency: City of Fresno



Revision Date: September 1, 2020

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$0.232					\$0.232
Right-of-Way *2	Prior	Prior	\$0.299					\$0.299
Construction *3	Prior	Prior	\$2.400					\$2.400
TOTAL COST			\$2.931					\$2.931
FUNDING PROGRAM								
Measure "C" Extension								\$0.000
Local Development Fees			\$2.931					\$2.931
TOTAL FUNDING			\$2.931					\$2.931 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

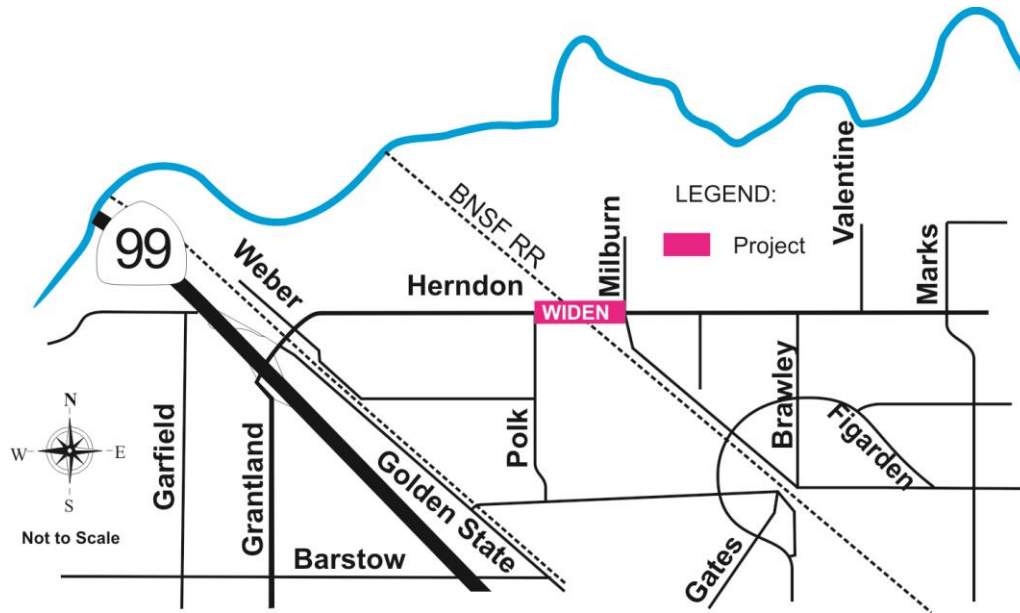
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K11 HERNDON AVE. POLK AVE. TO MILBURN AVE.

Planned Improvement: Widen BNSF Overpass to 6 Lanes
Inflated Cost: \$24.072 million
Year of Completion: 2023
Priority Number: 5
Responsible Agency: City of Fresno



Revision Date: May 1, 2024

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering ^{*1}	Prior	Prior	\$1.699					\$1.699
Right-of-Way ^{*2}	Prior	Prior	\$0.065					\$0.065
Construction ^{*3}	Prior	Prior	\$22.308					\$22.308
TOTAL COST			\$24.072					\$24.072
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$18.509					\$18.509
Local Development Fees	Prior	Prior	\$5.563					\$5.563
TOTAL FUNDING			\$24.072					\$24.072 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.

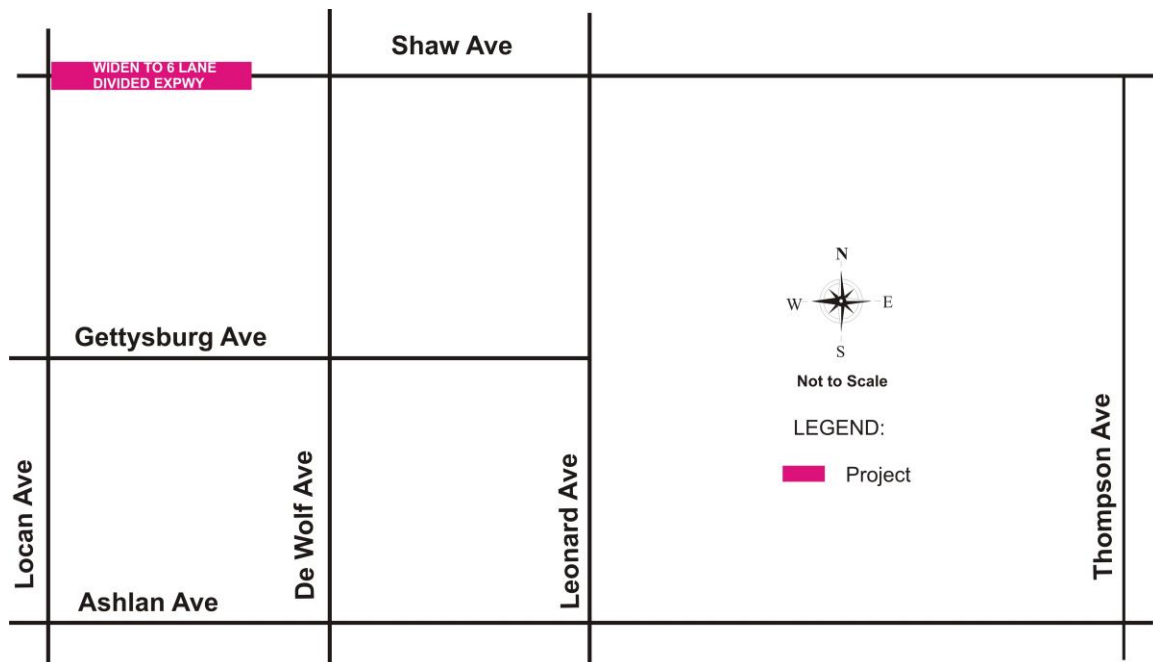
Planned Improvement: Widen to 6 Lane Divided Expressway & Install Curb & Gutter, Street Lights, Sidewalk, & Traffic Signal

Inflated Cost: \$2.360 million

Year of Completion: 2014 - 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	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$0.209					\$0.209
Right-of-Way *2	Prior	Prior	\$0.371					\$0.371
Construction *3	Prior	Prior	\$1.780					\$1.780
TOTAL COST			\$2.360					\$2.360
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$2.244					\$2.244
Local Development Fees	Prior	Prior	\$0.116					\$0.116
TOTAL FUNDING			\$2.360					\$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.

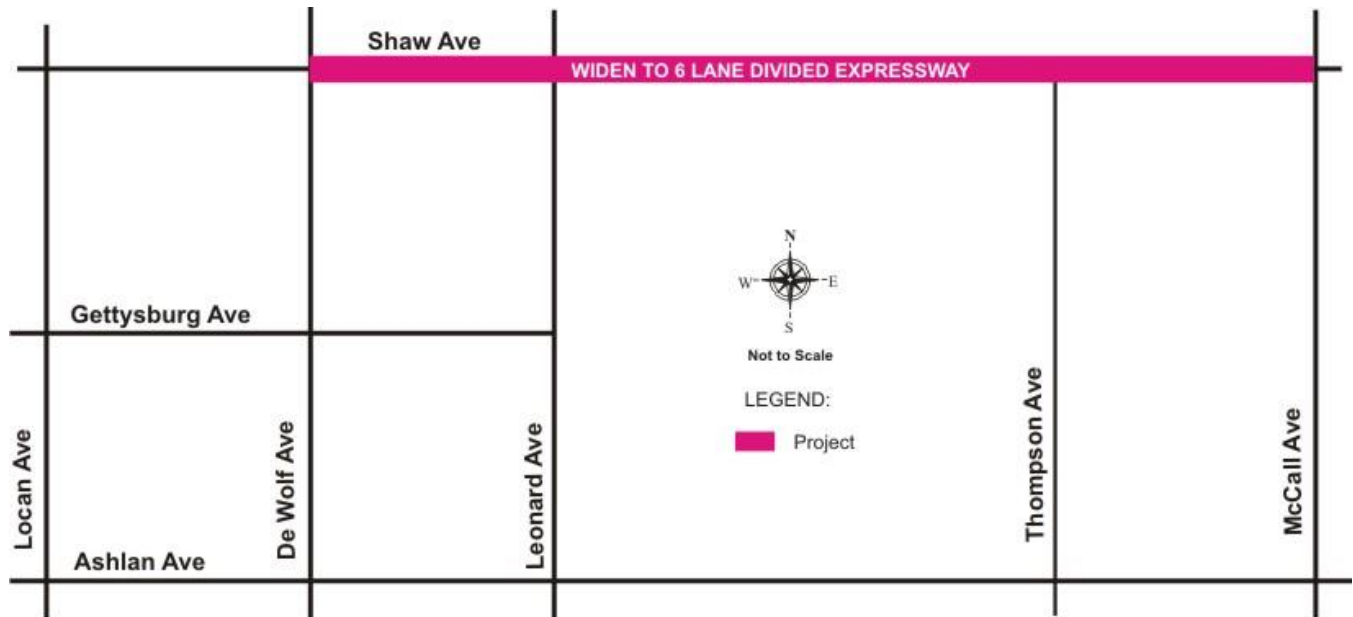
Planned Improvement: Widen to 6 Lane Divided Expressway & Install Outside Travel Lane, Curb & Gutter, Street Lights, Median, Landscaping & Undercrossing

Inflated Cost: \$22.156 million

Year of Completion: 2020 - Completed

Priority Number: 5

Responsible Agency: City of Clovis



Revision Date: September 1, 2020

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$1.459					\$1.459
Right-of-Way *2	Prior	Prior	\$4.000					\$4.000
Construction *3	Prior	Prior	\$16.697					\$16.697
TOTAL COST			\$22.156					\$22.156
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$16.777					\$16.777
Local Development Fees	Prior	Prior	\$1.076					\$1.076
Prior Measure	Prior	Prior	\$4.303					\$4.303
TOTAL FUNDING			\$22.156					\$22.156 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

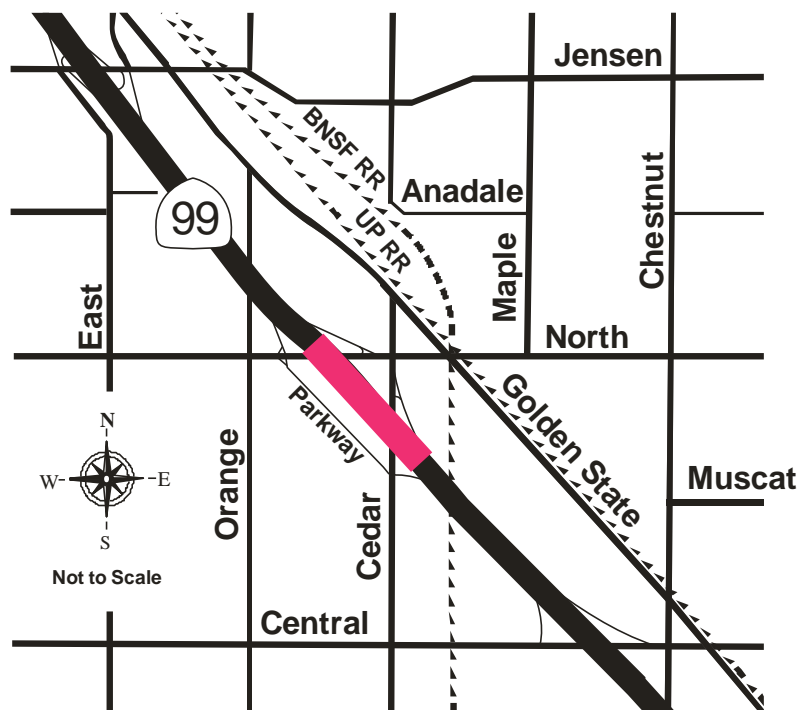
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT M NORTH AVE./CEDAR AVE. SR 99 INTERCHANGE

Planned Improvement: Improve Interchange
Inflated Cost: \$112.563 million
Year of Completion: 2027
Priority Number: N/A
Responsible Agency: Caltrans



Revision Date: May 1, 2024

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$9.363					\$9.363
Right-of-Way *2	Prior	Prior	\$10.700					\$10.700
Construction *3	2026/27	2026/27					\$92.500	\$92.500
TOTAL COST			\$20.063				\$92.500	\$112.563
FUNDING PROGRAM								
Measure "C" Extension	Prior	2026/27	\$0.963				\$34.454	\$35.417
STIP	Prior	2026/27	\$3.000				\$42.346	\$3.000
RTMF Loan Measure	Prior	2026/27	\$16.100				\$15.700	\$16.100
TOTAL FUNDING			\$20.063				\$92.500	\$112.563 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

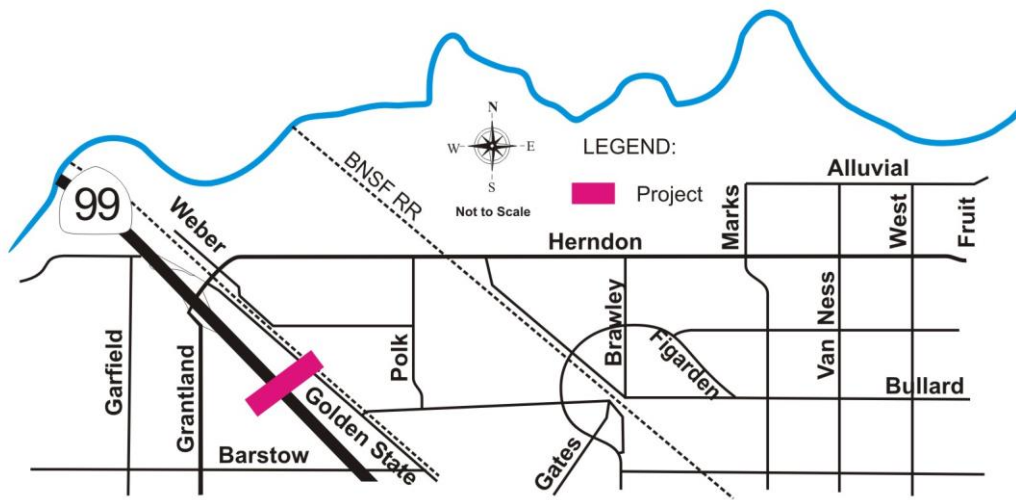
Planned Improvement: Freeway Interchange & Grade Separation at UPRR Rail Road & Golden State Blvd

Inflated Cost: \$91.560 million

Year of Completion: 2021- Completed

Priority Number: 9

Responsible Agency: City of Fresno



Revision Date: September 1, 2020

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$10.836					\$10.836
Right-of-Way *2	Prior	Prior	\$19.186					\$19.186
Construction *3	Prior	Prior	\$61.538					\$61.538
TOTAL COST			\$91.560					\$91.560
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$3.437					\$3.437
Prior Measure "C"	Prior	Prior	\$3.124					\$3.124
STIP	Prior	Prior	\$14.616					\$14.616
Federal Aid	Prior	Prior	\$10.541					\$10.541
Other Local	Prior	Prior	\$0.500					\$0.500
RTMF 33% Eligible	Prior	Prior	\$2.175					\$2.175
RTMF Loan Prior	Prior	Prior	\$10.636					\$10.636
RTMF Loan Measure	Prior	Prior	\$46.531					\$46.531
TOTAL FUNDING			\$91.560					\$91.560

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

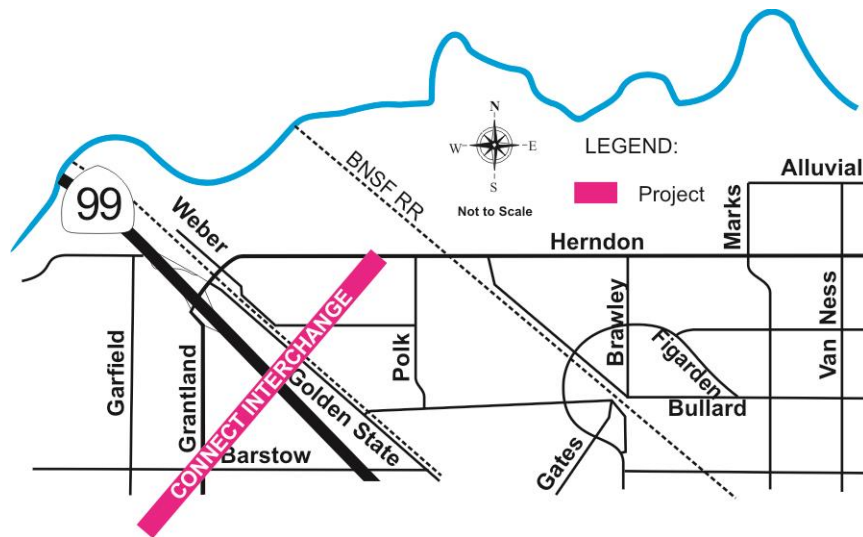
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT N2 VETERANS BLVD. CONNECT SR 99 INTERCHANGE

Planned Improvement: Connect Interchange to Shaw & Herndon Aves.
Inflated Cost: \$54.090 million
Year of Completion: 2022 - Completed
Priority Number: 9
Responsible Agency: City of Fresno



Revision Date: September 1, 2020

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$0.765					\$0.765
Right-of-Way *2	Prior	Prior	\$3.637					\$3.637
Construction *3	Prior	Prior	\$49.688					\$49.688
TOTAL COST			\$54.090					\$54.090
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$4.544					\$4.544
Other State - HBR/SHOPP, etc.	Prior	Prior	\$33.847					\$33.847
Local Development Fees	Prior	Prior	\$11.622					\$11.622
SLPP	Prior	Prior	\$4.077					\$4.077
TOTAL FUNDING			\$54.090					\$54.090 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 - Completed
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	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering ^{*1}	Prior	Prior	\$2,313					\$2,313
Right-of-Way ^{*2}	Prior	Prior	\$2,295					\$2,295
Construction ^{*3}	Prior	Prior	\$8,174					\$8,174
TOTAL COST			\$12,782					\$12,782
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$12,782					\$12,782
TOTAL FUNDING			\$12,782					\$12,782 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/E), Environmental

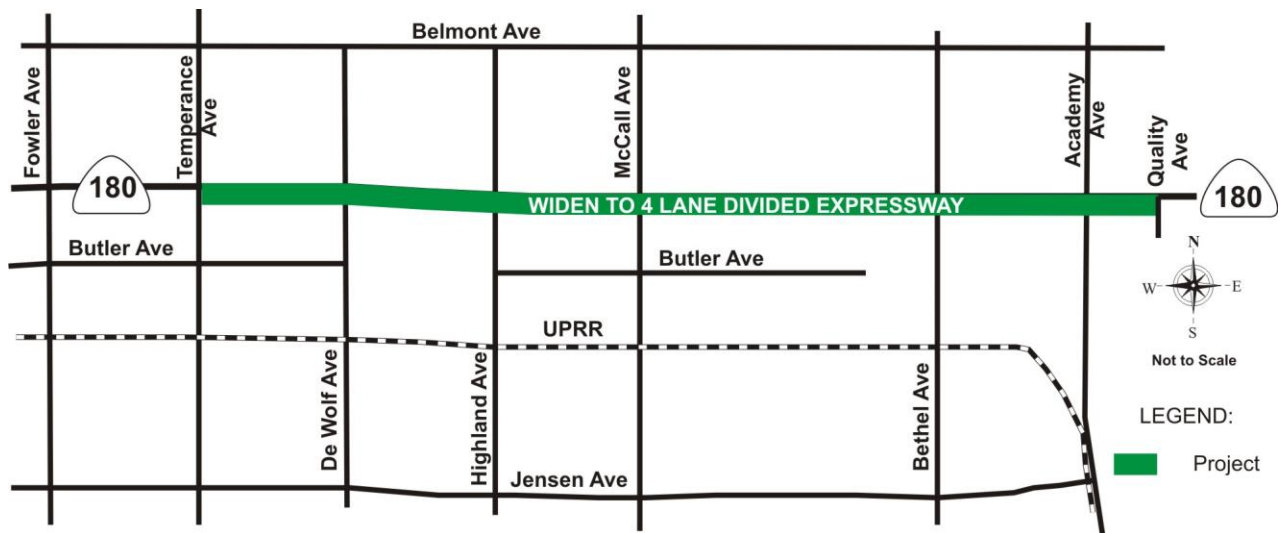
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT 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
Responsible Agency: Caltrans



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering ^{*1}	Prior	Prior	\$11.841					\$11.841
Right-of-Way ^{*2}	Prior	Prior	\$23.859					\$23.859
Construction ^{*3}	Prior	Prior	\$32.743					\$32.743
TOTAL COST			\$68.443					\$68.443
FUNDING PROGRAM								
Prior Measure "C"	Prior	Prior	\$9.500					\$9.500
STIP	Prior	Prior	\$28.270					\$28.270
Fed Aid	Prior	Prior	\$19.612					\$19.612
RTMF Loan Prior	Prior	Prior	\$11.061					\$11.061
TOTAL FUNDING			\$68.443					\$68.443 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

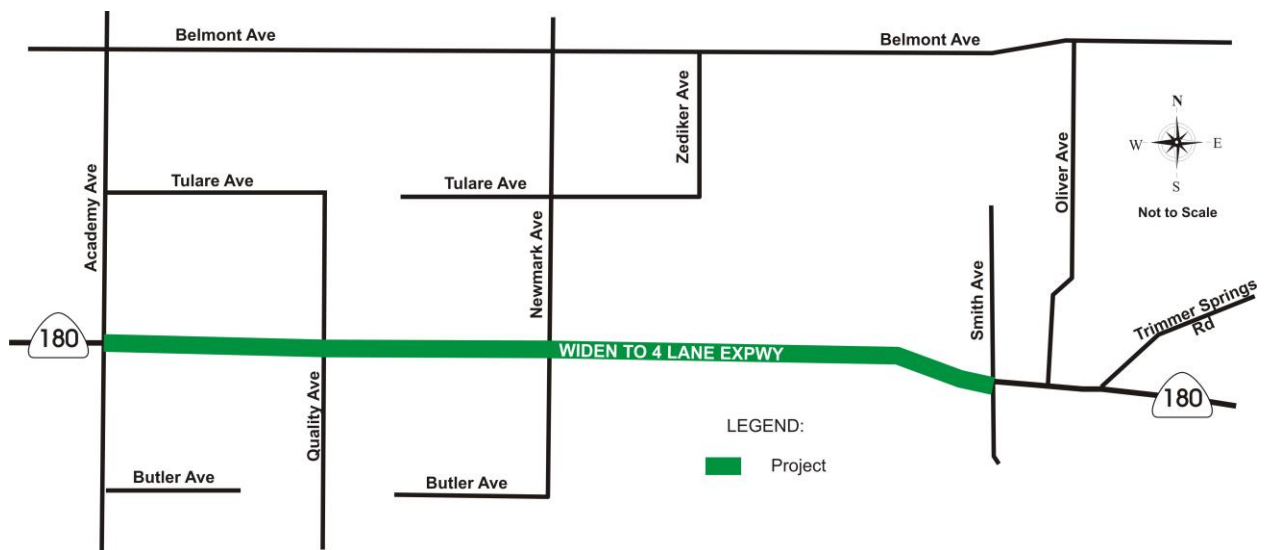
^{*2} Right-of-Way Acquisition

^{*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	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering ^{*1}	Prior	Prior	\$5.647					\$5.647
Right-of-Way ^{*2}	Prior	Prior	\$10.590					\$10.590
Construction ^{*3}	Prior	Prior	\$19.700					\$19.700
TOTAL COST			\$35.937					\$35.937
FUNDING PROGRAM								
Measure "C" Extension								\$0.000
STIP	Prior	Prior	\$6.306					\$6.306
SLPP	Prior	Prior	\$10.400					\$10.400
RTMF 57% Eligible	Prior	Prior	\$0.600					\$0.600
RTMF Loan Measure	Prior	Prior	\$9.500					\$9.500
RTMF Loan Prior	Prior	Prior	\$9.131					\$9.131
TOTAL FUNDING			\$35.937					\$35.937 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

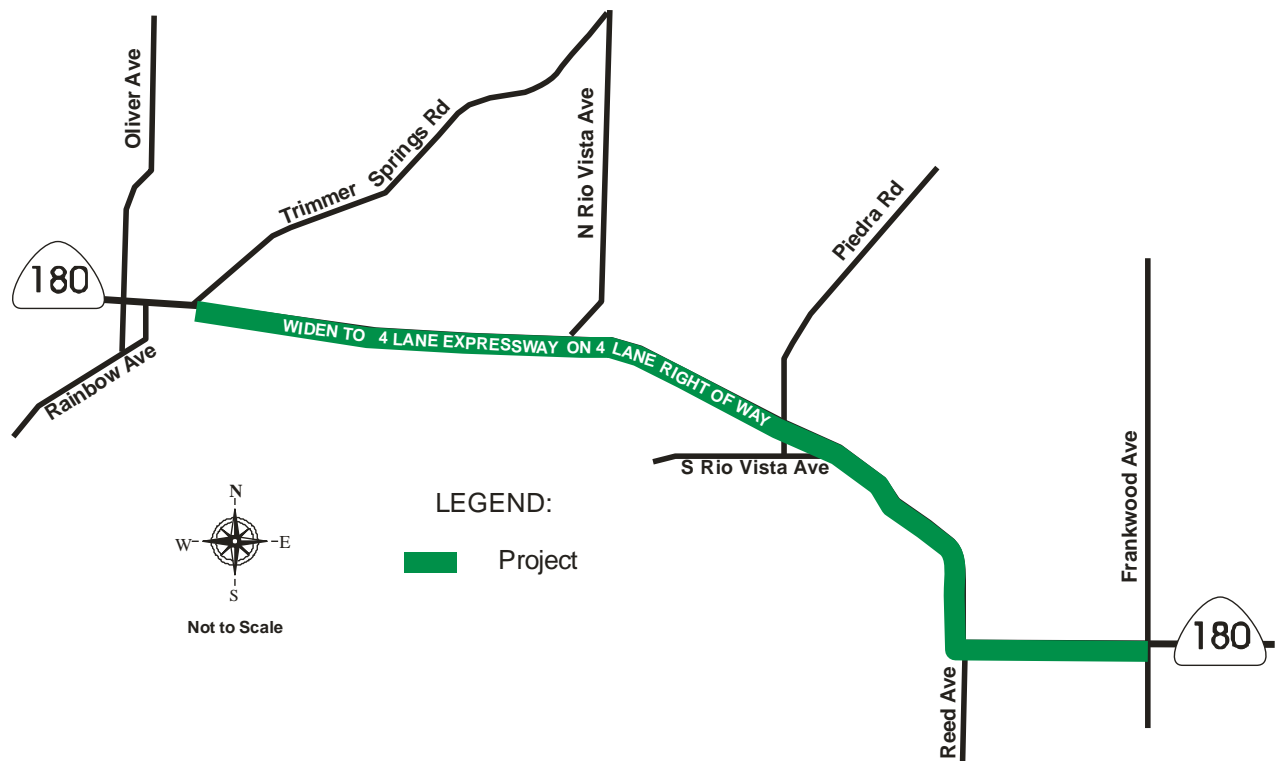
^{*2} Right-of-Way Acquisition

^{*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 - Completed
Priority Number: N/A
Responsible Agency: Caltrans



Revision Date: May 1, 2024

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$15.596					\$15.596
Right-of-Way *2	Prior	Prior	\$30.152					\$30.152
Construction *3	Prior	Prior	\$61.714					\$61.714
TOTAL COST			\$107.462					\$107.462
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$8.946					\$8.946
Prior Measure "C"	Prior	Prior	\$6.314					\$6.314
STIP	Prior	Prior	\$47.422					\$47.422
Other State	Prior	Prior	\$1.600					\$1.600
RTMFLloan Measure	Prior	Prior	\$19.500					\$19.500
RTMFLloan Prior	Prior	Prior	\$21.789					\$21.789
Fed Aid - RSTP/CMAQ/DEMO	Prior	Prior	\$1.891					\$1.891
TOTAL FUNDING			\$107.462					\$107.462 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 E FRIANT RD. COPPER AVE. TO MILLERTON RD.

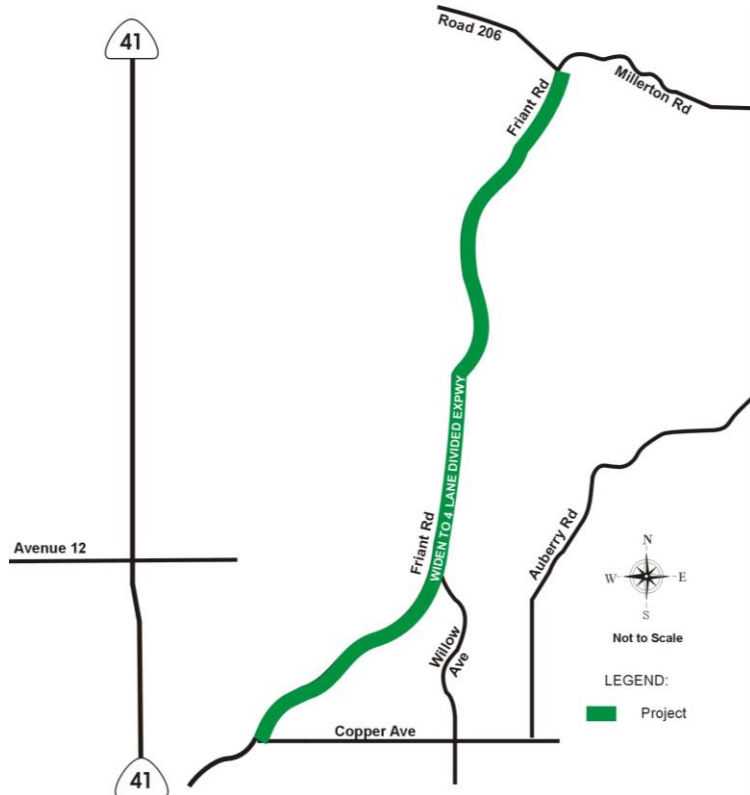
Planned Improvement: Widen to 4 Lane Divided Expressway (Phase 3 of a Three Phase Project)

Inflated Cost: \$4.120 million

Year of Completion: 2009 - Completed

Priority Number: 1

Responsible Agency: County of Fresno



Revision Date: September 1, 2020

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1								
Right-of-Way *2								
Construction *3	Prior	Prior	\$2.920					\$2.920
TOTAL COST			\$2.920					\$2.920
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$2.920					\$2.920
TOTAL FUNDING			\$2.920					\$2.920 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

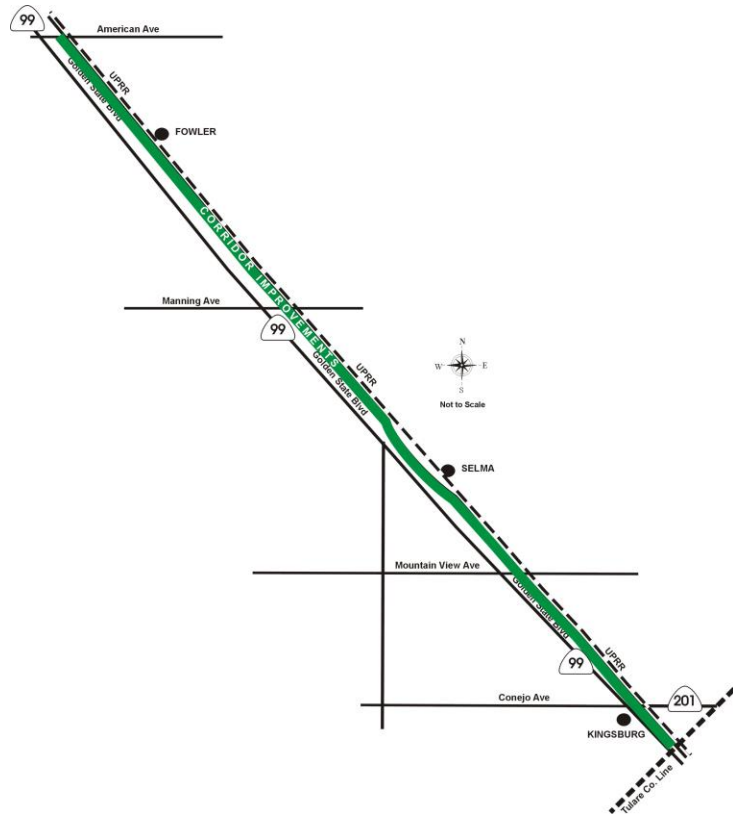
*2 Right-of-Way Acquisition

*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: \$54.474 million
Year of Completion: 2024
Priority Number: 3
Responsible Agency: County of Fresno/Fresno COG



Revision Date: May 1, 2024

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering ^{*1}	Prior	Prior	\$6.118					\$6.118
Right-of-Way ^{*2}								
Construction ^{*3}	Prior	2023/24	\$47.352	\$17.700				\$65.052
TOTAL COST			\$53.470	\$17.700				\$71.170
FUNDING PROGRAM								
Measure "C" Extension	Prior	2023/24	\$46.198	\$17.700				\$63.898
SLPP	Prior	Prior	\$7.272					\$7.272
TOTAL FUNDING			\$53.470	\$17.700				\$71.170 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

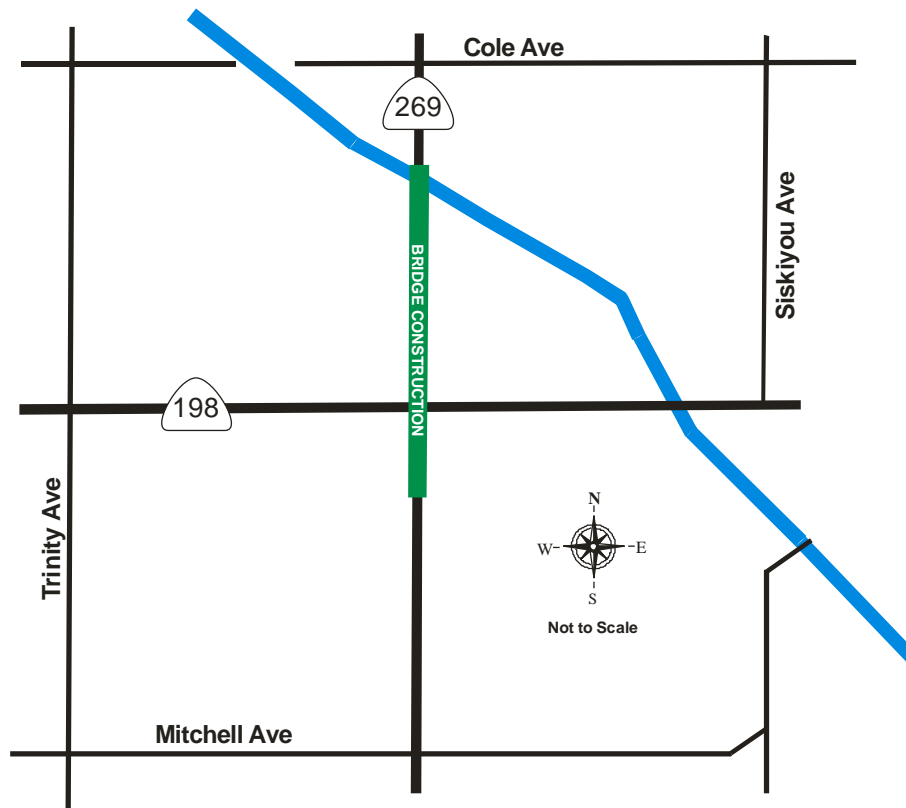
^{*2} Right-of-Way Acquisition

^{*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: \$28.820 million
Year of Completion: 2018 - Completed
Priority Number: N/A
Responsible Agency: Caltrans



Revision Date: September 1, 2020

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering ^{*1}	Prior	Prior	\$4.700					\$4.700
Right-of-Way ^{*2}	Prior	Prior	\$1.520					\$1.520
Construction ^{*3}	Prior	Prior	\$22.600					\$22.600
TOTAL COST			\$28.820					\$28.820
FUNDING PROGRAM								
Measure "C" Extension								\$0.000
Prior Measure	Prior	Prior	\$1.320					\$1.320
Other State	Prior	Prior	\$27.500					\$27.500
TOTAL FUNDING			\$28.820					\$28.820 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

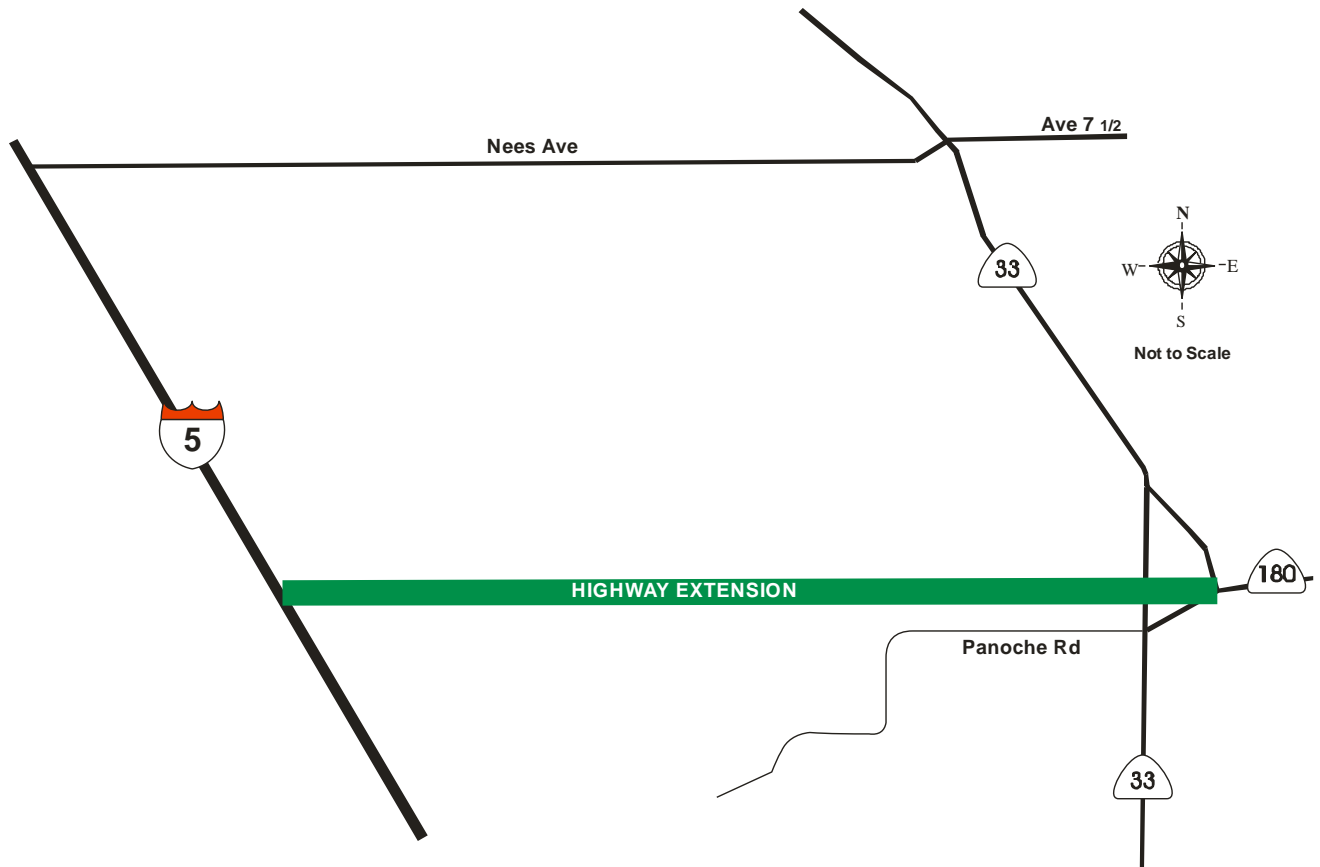
^{*2} Right-of-Way Acquisition

^{*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: May 1, 2024

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	2026/27	\$0.300				\$41.784	\$42.084
Right-of-Way *2	2026/27	2026/27					\$43.838	\$43.838
Construction *3	2026/27	2026/27					\$219.188	\$219.188
TOTAL COST			\$0.300				\$304.810	\$305.110
FUNDING PROGRAM								
Measure "C" Extension	Prior	2026/27	\$0.300				\$304.810	\$305.110
TOTAL FUNDING			\$0.300				\$304.810	\$305.110 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 I MOUNTAIN VIEW AVE. BETHEL AVE. TO TULARE COUNTY LINE

Planned Improvement: Widen to 4 Lane Divided Arterial
Inflated Cost: \$18.495 million
Year of Completion: 2016 - Completed
Priority Number: 2
Responsible Agency: County of Fresno



Revision Date: September 1, 2020

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering ^{*1}	Prior	Prior	\$2.041					\$2.041
Right-of-Way ^{*2}	Prior	Prior	\$3.660					\$3.660
Construction ^{*3}	Prior	Prior	\$12.794					\$12.794
TOTAL COST			\$18.495					\$18.495
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$18.495					\$18.495
TOTAL FUNDING			\$18.495					\$18.495 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	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering ^{*1}	Prior	Prior	\$0.219					\$0.219
Right-of-Way ^{*2}	Prior	Prior	\$0.371					\$0.371
Construction ^{*3}	Prior	Prior	\$1.358					\$1.358
TOTAL COST			\$1.948					\$1.948
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$1.948					\$1.948
TOTAL FUNDING			\$1.948					\$1.948 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

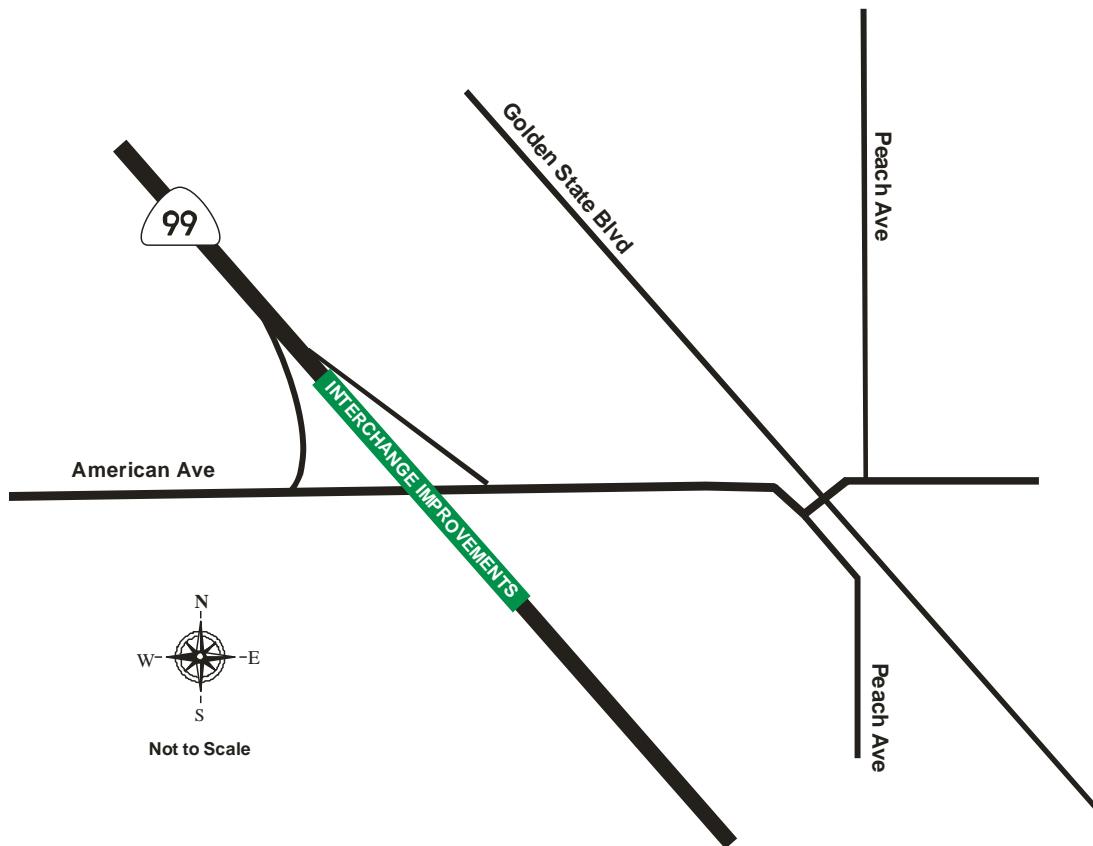
^{*2} Right-of-Way Acquisition

^{*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: \$75.950 million
Year of Completion: 2027
Priority Number: N/A
Responsible Agency: Caltrans



Revision Date: September 1, 2020

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1	Prior	Prior	\$6.250					\$6.250
Right-of-Way *2	Prior	Prior	\$3.300					\$3.300
Construction *3	2026/27	2026/27					\$66.400	\$66.400
TOTAL COST			\$9.550				\$66.400	\$75.950
FUNDING PROGRAM								
Measure "C" Extension	Prior	Prior	\$7.700					\$7.700
Prior Measure	Prior	2026/27	\$1.850				\$24.047	\$25.897
STIP	2026/27	2026/27					\$42.353	\$42.353
TOTAL FUNDING			\$9.550				\$66.400	\$75.950 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

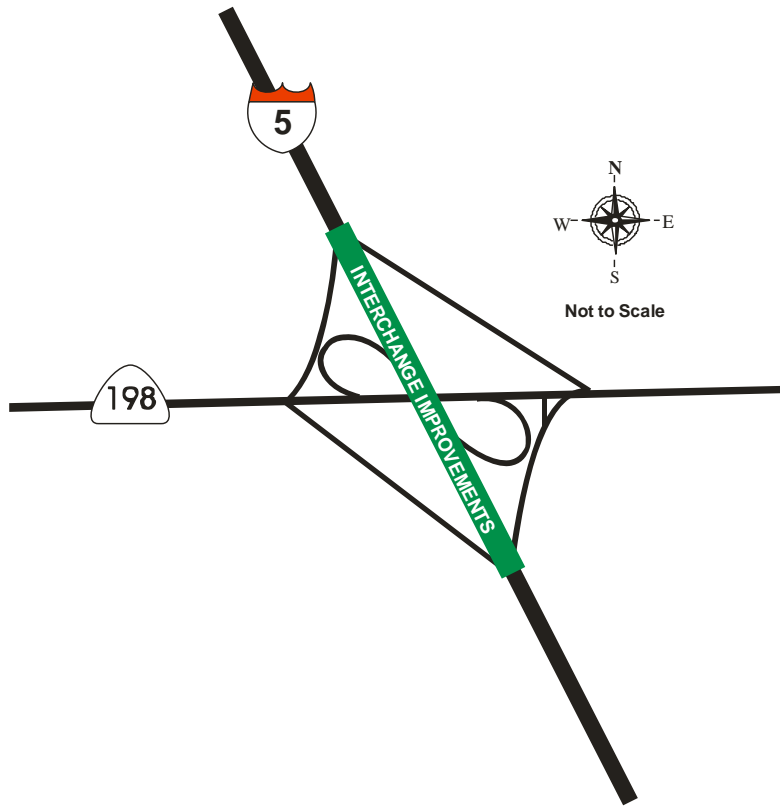
*2 Right-of-Way Acquisition

*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: \$5.00 million
Year of Completion: Completed
Priority Number: N/A
Responsible Agency: Caltrans



Revision Date: May 1, 2024

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	REGIONAL TRANSPORTATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering *1								\$0.000
Right-of-Way *2								\$0.000
Construction *3	Prior	Prior	\$5.000					\$5.000
TOTAL COST			\$5.000					\$5.000
FUNDING PROGRAM								
Other State	Prior	Prior	\$5.000					\$5.000
TOTAL FUNDING			\$5.000					\$5.000 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

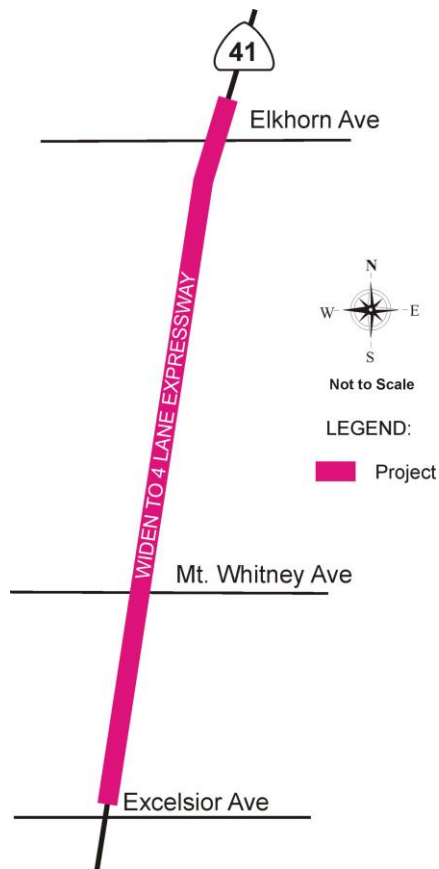
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT M SR 41 EXCELSIOR EXPRESSWAY

Planned Improvement: Widen to 4 Lane Expressway
Inflated Cost: \$70.800 million
Year of Completion: 2027
Priority Number: N/A
Responsible Agency: Caltrans



Revision Date: May 1, 2024

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	GRADE SEPARATION PROGRAM FY 2019/20- 2026/27				TOTAL COST & FUNDING
				2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering ^{*1}	Prior	Prior	\$3.000					\$3.000
Right-of-Way ^{*2}	Prior	Prior	\$7.000					\$7.000
Construction ^{*3}	2024/25	2024/25			\$60.800			\$60.800
TOTAL COST			\$10.000		\$60.800			\$70.800
FUNDING PROGRAM								
Measure "C" Extension	Prior	2024/25			\$13.000			\$13.000
STIP	Prior	2024/25	\$2.000		\$10.000			\$12.000
Other State	Prior	2024/25	\$8.000		\$37.800			\$45.800
TOTAL FUNDING			\$10.000		\$60.800			\$70.800 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

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 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 _____ 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 Regional Transportation Program in the SIP

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:

- 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
- 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
- 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 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 _____ 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 Regional Transportation Program in the SIP

Requested Measure C Funding Amount:

(This invoice only): _____

Enter Amount

Funding Program:

(This invoice only): _____

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: _____

Fax: _____

Email Address: _____

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: Fulton 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 _____ 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): _____

Invoice No: _____

Invoice Date: _____

Enter Amount

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 H
GRADE SEPARATION PROGRAM
PROJECT CERTIFICATION AND INVOICE
MEASURE C REVENUES

To: Fresno County Transportation Authority

From: _____

Address: _____

Telephone: _____

Fax: _____

Email Address: _____

1. Project Identifier, Name & Limits: (Example: Grade Separation Project A, Divisadero at BNSF RR Overcrossing)

2. _____ is an eligible agency of funds for Grade Separation Program purposes pursuant to the Measure C Extension Strategic Implementation Plan.

3. The Fresno County Transportation Authority has entered into an agreement with the agency listed above allocating \$ _____ in Measure C Grade Separation Program funds to the project identified above and available to the responsible agency. This project could be funded with Extension Measure C 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 _____ 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 Grade Separation Program in the Strategic Implementation Plan

Requested Measure C Funding Amount:

(This invoice only):

Enter Amount

Funding Program:

(This invoice only):

Extension

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

4. 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

5. 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: _____
Date Accepted
by FCTA
Board
Contact Name: _____ Phone: _____ FAX: _____
Email Address: _____

Local Transportation Program

Street Maintenance Sub Program Reporting for FYXX/XX:

Total Street Maintenance Revenue Allocations to Date: _____

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)
<hr/>		
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.

ADA Compliance Schedule of Expenditures for FYXX/XX:

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.

PROJECT COST BREAKDOWN BY FUNDING SOURCE

Total FYXX/XX Street Maintenance Expenditures: \$ -

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.
<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 ADA Compliance Ending Balance:	\$ -	This amount will be your Beginning Balance on next fiscal year's report.
<small>(Balance to be held in reserve.)</small>		

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
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		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 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:	<hr/>		
Contact Name:	<hr/>	Phone: <hr/>	FAX: <hr/>
Email Address:	<hr/>		

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 of this report and your Financial Reports.
<i>(You must detail expenditures below:)</i>		
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.
<i>(Ending Balance reflect reserve balances.)</i>		

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: <hr/>	Title: <hr/>	Date: <hr/>
----------------------------	---------------------	--------------------

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		Other Measure C Funding		List Other Funding Source		List Other Funding Source		Total Project Expenditures
		Amount		Amount		Amount		Amount	
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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		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		<u>100,000.00</u>		<u>250,000.00</u>		<u>350,000.00</u>		<u>-</u>	<u>700,000.00</u>
Total FYXX/XX Bicycle Facilities 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/>		
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: _____
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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:

<u>TOTAL PROJECT COSTS</u>		ELIGIBLE AGENCY
1	2	3
4	5	6
7	8	9
10	11	12
13	14	15
16	17	18
19	20	21
22	23	24
25	26	27
28	29	30
31	32	33
34	35	36
37	38	39
40	41	42
43	44	45
46	47	48
49	50	51
52	53	54
55	56	57
58	59	60
61	62	63
64	65	66
67	68	69
70	71	72
73	74	75
76	77	78
79	80	81
82	83	84
85	86	87
88	89	90
91	92	93
94	95	96
97	98	99
100	101	102
103	104	105
106	107	108
109	110	111
112	113	114
115	116	117
118	119	120
121	122	123
124	125	126
127	128	129
130	131	132
133	134	135
136	137	138
139	140	141
142	143	144
145	146	147
148	149	150
151	152	153
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262	263	264
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274	275	276
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283	284	285
286	287	288
289	290	291
292	293	294
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316	317	318
319	320	321
322	323	324
325	326	327
328	329	330
331	332	333
334	335	336
337	338	339
340	341	342
343	344	345
346	347	348
349	350	351
352	353	354
355	356	357
358	359	360
361	362	363
364	365	366

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
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		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 by FCTA Board
FROM:	ELIGIBLE AGENCY		(Name of Agency)	
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:	-	This amount should match your prior year Ending Balance reported to Authority.
Ped./Trails 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.
Pedestrian/Trails Adjusted Beginning Fund Balance:	-	This amount adds for you and will reflect your adjusted Beginning Balance after prior year adjustment.
Pedestrian/Trails Facilities Revenues:	-	This amount should match the revenue allocations reported to you by the Authority and your Financial Reports.
Pedestrian/Trail Interest Revenue:	-	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:	\$ -	This amount represents available fund balance to the sub program before expenditures by the Agency for the fiscal year.
Total Pedestrian/Trails Facilities 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.
<i>(You must detail expenditures below:)</i>		
Net Change (+/-)	-	Net Change calculates for you (i.e. Revenue minus Expenditure)
<hr/>		
FYXX/XX Pedestrian/Trails Facilities Ending Balance:	\$ -	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.

Pedestrian/Trails Facilities Schedule of Expenditures for FYXX/XX:

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.

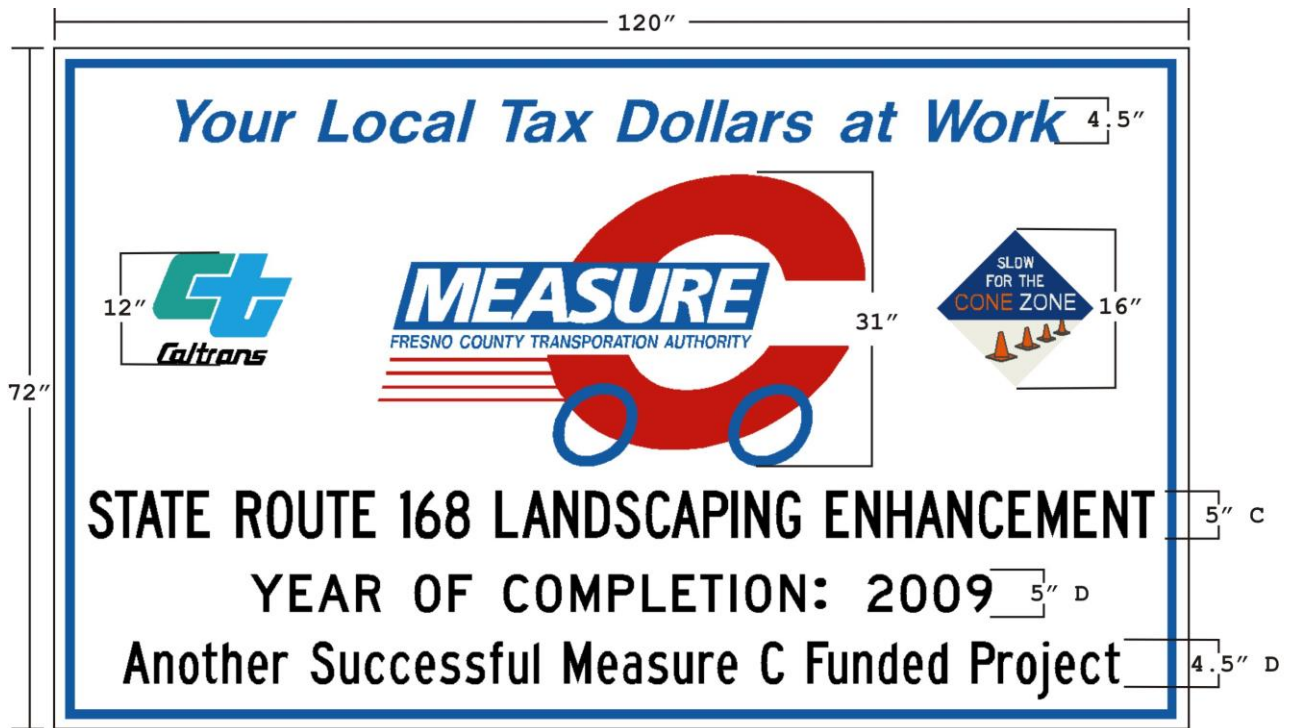
It is the intent of the Measure to leverage funds wherever possible. If you are using Measure C funds to leverage other state or federal grants please indicate what grant money was used and the ration of grant money and Measure funds. Please indicate the

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
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		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.)

APPENDIX J

MEASURE C PROJECT SIGNAGE MINIMUM SPECIFICATIONS



**** Drawing is for layout purposes only; sign substrate and framing shall be per Caltrans Standard Plans**

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.

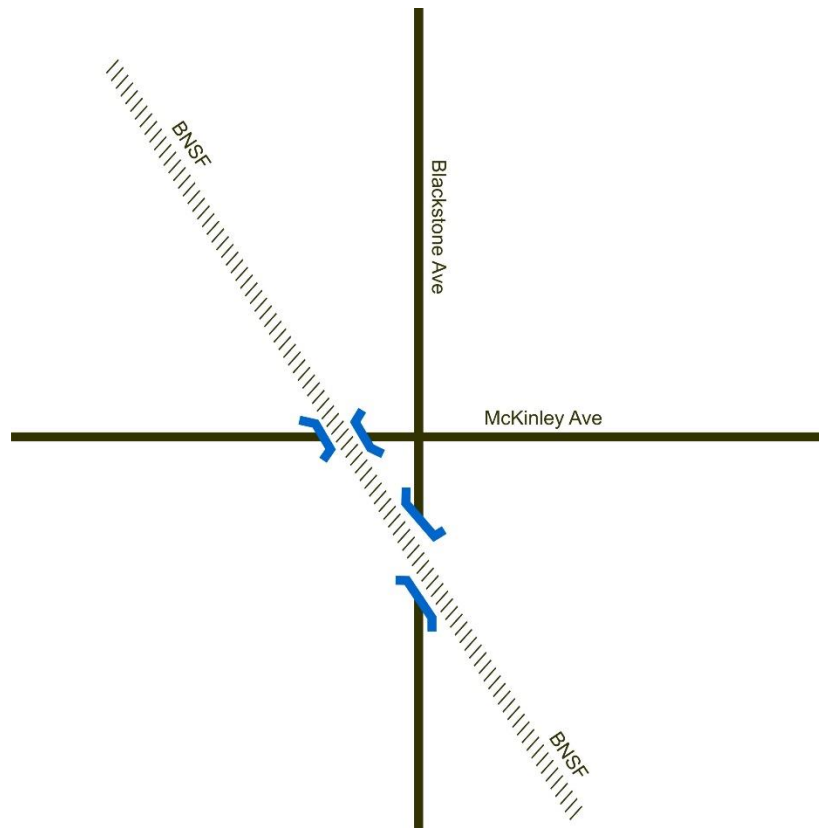
All school buses replaced with Measure C funding are required to be signed showing Funding Provided by Measure C along with the Measure C logo. Signage requirements as indicated in the California Highway Patrol Title 13 of the California Code of Regulations section 1256.5 G(3) states that a sign providing 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

Grade Separation Program

Blackstone Avenue/McKinley Avenue/BNSF Grade Separation Project

Planned Improvement: Grade Separation Bridges
 Inflated Cost: \$79.500million
 Year of Completion: 2023
 Priority Number: N/A
 Responsible Agency: Caltrans



Revision Date: September 14, 2020

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	GRADE SEPARATION PROGRAM FY 2019/20- 2026/27								TOTAL COST & FUNDING
				2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
Preliminary Engineering ^{*1}					\$6.000							\$6.000
Right-of-Way ^{*2}					\$19.750							\$19.750
Construction ^{*3}							\$53.750					\$53.750
TOTAL COST					\$25.750		\$53.750					\$79.500
FUNDING PROGRAM												
Measure "C" - GSP					\$25.750		\$53.750					\$79.500
TOTAL FUNDING					\$25.750		\$53.750					\$79.500 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

APPENDIX L

Fresno County Measure C Transit Oriented Infrastructure for In-Fill Development (TOD) Program Policies and Guidelines

**Fresno Council of Governments
Fresno County Transportation Authority**

December 2018

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 and the Fresno County Transportation Authority (FCTA) Board reserve 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.

Grant recipients must enter into a cooperative agreement with their sponsoring agencies (if applicable) and the Fresno County Transportation Authority within one year of funding approval by the Fresno COG Policy Board and the FCTA Board for their prospective projects. Recipients unable to enter an agreement with FCTA within a year may ask the FCTA Board for an extension. If no extension is requested or granted, identified funds will revert to the TOD subprogram. Recipients must also make every reasonable effort to meet the project delivery schedule as indicated in their application. If unforeseen circumstances impact project delivery by more than 12 months beyond the submitted schedule, the recipient must obtain a time extension from the FCTA 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/stops. 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 20 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 10 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.

