



# MEASURE C

ANNUAL REPORT  
2021 - 2023



GOLDEN STATE BLVD • KINGSBURG, CA

# MEASURE C

For the past 37 years, Measure C has been dedicated to improving the lives of Fresno County residents by investing a one-half cent sales tax into meaningful transportation improvements across the county.

As transportation has evolved and Fresno County has grown, Measure C's role has changed from focusing on freeways, highways, and roads to substantially investing in various transportation aspects that have significantly enhanced the quality of life for our community.

Measure C has elevated Fresno County's major transit systems—the Fresno Area Express (FAX), Clovis Transit, and Fresno County Rural Transit Agency—which has played a pivotal role in making our county more accessible and interconnected.

We have continued our commitment to streets and highways, using approximately one-third of program funds for local road repairs and improvements within the sixteen agencies across Fresno County.

Another third is allocated to enhancing the safety, efficiency, and environmental impact of our state and local highways.

Additionally, we've extended our reach to encompass a broader spectrum of transportation initiatives, such as bike lanes and trails, improvements consistent with the Americans with Disabilities Act, Senior Taxi Scrip, car and van pools, and school bus replacement programs, all of which have promoted a more inclusive and environmentally friendly Fresno County.

We couldn't have done this without your continued support and commitment to improving our community's transportation infrastructure. Thank you for believing in Measure C and a safer, greener, and more connected Fresno County.

To keep up with our ongoing efforts and discover how you can actively participate in shaping the transportation future of Fresno County, follow us on social media.



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### WWW.MEASUREC.COM

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# CHAIRMAN'S REPORT



Well, it has been an interesting year for FCTA and Measure C. You will see that this annual report is covering two years. We were so wrapped up in Measure C renewal, a topic to be discussed further in this report, that we were unable to issue an annual report last year.

Over the last two years FCTA has continued to deliver on the promises of Measure C. As we approach the end of the Measure, we are coming closer to completing all the projects identified in the plan. As you will read in this report, Measure C continues to help all 15 cities as well as unincorporated Fresno County to meet their transportation needs.

Several long-anticipated projects are currently underway including the Veterans Blvd interchange on SR99, improvement of the Golden State Corridor through the cities of Fowler, Selma, and Kingsburg, as well as the project to separate vehicle, pedestrian, and bicycle traffic from the train tracks at McKinley and Blackstone Avenues near Fresno City College. We are especially proud of the fact that the Measure C investment in this critical grade separation project has allowed the City of Fresno to successfully obtain an \$80 million State of California grant needed to complete this critical project. FCTA continues to support transit operations, airport improvements, pedestrian and bicycle facilities, air quality improvements and affordable/transit-oriented development throughout the county.

As you will read in Director Leonardo's comments, Fresno County attempted to renew Measure C for another 30 years. Renewal was presented to the voters in 2022 but it was unable to obtain the 2/3 support it needed to pass. Still, 58% of voters in Fresno County thought this was a good plan and voted to support it. I won't repeat Director Leonardo's comments, but I would like to talk briefly about where we go from here.

Measure C is critical for all 15 cities and Fresno County, but more importantly it is critical for each of you, the residents of Fresno County.

You are probably unaware of all the ways Measure C has improved transportation for you, but if you take the time to read this report, I think you will begin to appreciate the value Measure C has brought.

So where do we go from here? Measure C does not expire until 2027, so we have two more election cycles to consider placing renewal before the voters; 2024, and 2026. Both the FCTA Board and the Fresno Council of Government's Policy Board have had discussions of how we might move forward. At the time of this writing, no formal decision has been made; however, several options are being considered.

We could attempt to try again in 2024 or 2026 to use a similar process as was done in 2022. Alternatively, there may be groups within Fresno County who might initiate a voter initiative to either renew Measure C or create a similar transportation funding measure.

A repeat of the 2022 process would still require a 2/3 vote. However, the California Assembly recently passed ACA 1 which would lower the voter threshold for transportation measures to 55%. If this passes the Senate and is approved by the voters, the 2/3 requirement would change to 55%.

A voter initiative only requires a 50%+1 approval margin, but that must be a citizen-led effort, not one sponsored by FCTA or Fresno COG.

Placing renewal on the 2024 ballot remains possible but that is a very tight timeframe considering all that must be done by August 2024 in order to qualify for the November ballot. Including renewal on the 2026 ballot is more realistic from a timing perspective but leaves no margin for error should it not pass since the current measure expires in 2027. While a new measure could be considered after 2026, it would be a new tax as opposed to an extension of an existing tax which is always a harder sell with the voters.

I anticipate that FCTA and Fresno COG Board will decide on how and when to pursue renewal by the end of the year. Stay tuned...

**Buddy Mendes,**  
*Chairman, FCTA*

# EXECUTIVE DIRECTOR'S REPORT

In November of 2022 voters in Fresno County considered renewing Measure C for another 30 years.

The original Measure C was passed in 1986. That Measure concentrated on improving state highways throughout Fresno County in both the urban and rural areas.

Some of the key projects funded by this 20-year measure included:	<b>ACADEMY AVENUE</b>	23 miles	<b>SR-99</b>	Interchange Improvements
	<b>MANNING AVENUE</b>	20 miles	<b>SR-145</b>	4.5 miles
	<b>HERNDON AVENUE</b>	4 miles	<b>SR-168</b>	12 miles
	<b>WILLOW AVENUE</b>	4 miles	<b>SR-180</b>	47miles
	<b>SR-33</b>	13 miles	<b>SR-198</b>	15 miles
	<b>SR-41</b>	18 miles	<b>SR-201</b>	2 miles
	<b>SR-43</b>	10 miles		

In 2006 voters renewed Measure C for another 20 years. With much of the State highway work completed by the first Measure, this second Measure C took a more holistic view to meeting the county's transportation needs.

This second Measure included funds to complete missing gaps in the state highway system, but also invested record amounts in transit, local road repairs, pedestrian and bike facilities, as well as innovative programs to improve air quality, incentivize transit-oriented development, and foster new transportation technologies.

With this second Measure set to expire in 2027, community leaders began an effort to renew Measure C with a target of placing renewal on the ballot in 2022. In order to make sure that a third Measure would address the County's most significant transportation needs, two committees were formed to guide the renewal process. First, an Executive Committee made up of stakeholders with a broad cross section of interests was formed.

Business, agriculture, health, education, goods movement, seniors, youth, disabled, various advocacy groups, local agencies, and more were included in this Executive Committee. A Technical Working Group was also established with similar membership.

All told, over 80 community leaders and interest groups were represented on these two committees.

These groups along with FCTA and Fresno COG kicked off an extensive public outreach effort in order to determine what residents across Fresno County believed were their highest priority transportation needs. In addition to public workshops and door to door contacts, two extensive public opinion polls were conducted. Unfortunately, COVID struck during this effort but the committees continued to meet and outreach continued to occur both in-person and in virtual settings.

## What did all this outreach find?

The results were strikingly consistent in all the cities and unincorporated areas across Fresno County. Regardless of where you live, what your income is, or your race, the message was clear.

### FIX OUR ROADS!

Yes, people identified other needs, but fixing roads was clearly the most important item for most Fresno County residents by a wide margin. Other areas that had significant public support included congestion relief on streets and highways, safety improvements, safe routes to schools, and job creation. Transit, trails, and pedestrian facilities also enjoyed support but not as consistently as these other categories.

## EXECUTIVE DIRECTORS REPORT (CONTINUED)

The plan developed by the two committees attempted to meet these needs. Just over half of the new Measure, about \$3.5 billion over 30 years, would be dedicated to fixing roads.

This amount was based on countywide studies of road conditions performed by consulting engineers who specialize in this kind of analysis. Investing these funds on our road system would result in the overall condition of our roads throughout the County being improved from “fair/poor” to “good”.

Every city, every community, and every unincorporated area of the county would see their road conditions substantially improve.

The proposed measure would have also maintained transit funding, especially for those who depend on transit for their basic transportation needs.

The plan also allowed local agencies the ability to direct a portion of their funds to their highest local needs. That could include supplement transit funding to improve service, safety improvements, bike and pedestrian facilities, or any other legitimate transportation need. These would be local decisions tailored to specific local needs.

Prior to placing the renewal on the ballot, all 15 incorporated cities and the Fresno County Board of Supervisors approved the proposed plan.

Sounds like a great recipe for success, doesn't it? Unfortunately, it did not pass. Transportation taxes require a 2/3 majority to pass. Measure C renewal received about 58% approval which does not meet the required threshold.

### So, what happened? What went wrong?

In order to find out, FCTA and Fresno COG commissioned a post-election poll where people who voted in the 2022 election were asked how they voted and why.

### Some key findings of that poll include:

- › Many people did not understand this would not raise taxes; it was an extension of an existing tax. They did not support raising taxes.
- › Voters felt that they paid enough taxes to fix roads and agencies should use existing revenues.

- › The economy in late 2022 was impacted considerably by the COVID shutdown so people were disinclined to support taxes. They preferred a tax cut.
- › Some voters felt that Measure C failed to meet its promises, that the roads should have already been fixed. They failed to understand the sheer magnitude of the problem and the lack of sufficient revenues.
- › There was some concern about accountability; who would guarantee these funds were spent as identified in the plan?
- › Why now? Measure C does not expire until 2027, why not wait until we are closer to expiration?
- › Fixing roads remained voter's top priority, but the above noted concerns convinced them not to support renewal at this time.

### So, where do we go from here?

You need to read the FCTA Board Chairman's article where he discusses renewal. Know that Measure C is critical to the future success of Fresno County from an economic and a quality-of-life perspective. Measure C currently provides about half of the funding cities and Fresno County use to maintain their roads. As bad as roads are now, imagine what they will look like if half of the funding is lost.

The three transit agencies in Fresno County receive the vast majority of their operating budget from Measure C. Imagine the impact on transit services should Measure C expire. Measure C contributes about a third of its revenues to projects that reduce congestion and improve safety on our roads and highways. Imagine the impact the loss of these funds will have on congestion and safety.

Measure C provides funding for trails, sidewalks, air quality improvements, and affordable/transit-oriented housing projects. Imagine the impact to our air quality should Measure C expire. It's not a pretty picture.

**Mike Leonardo,**  
*Executive Director*

# CELEBRATING MIKE LEONARDO

Mike Leonardo was appointed as the Executive Director of the FCTA in January 2017 and will retire in December 2023. His role at the FCTA has been to assist a nine-member board of directors that includes local elected officials and public at-large members.

Mike has continued to meet the challenges of this role through a variety of duties to ensure the ongoing success of Measure C.

While his primary role has been to carry out the board's strategies for implementing the programs and projects funded by the 20-year Measure C half-cent transportation sales tax in Fresno County, he has also maintained the critical goals of the FCTA.

Those goals include ensuring the \$1.2 billion program will help facilitate a vibrant economy, clean our Valley air, and leverage local Measure C funds with State and Federal dollars in order to improve our Regional transportation system.

Mike has over 40-years of public and private sector experience. His knowledge of our local infrastructure along with his leadership skills, qualifies him to address the unique challenges facing our Region.

As a volunteer at his alma mater, Mike stays connected to Fresno State's School of Engineering and he was awarded "Top Dog" honors for his community service and professional accomplishments.

He earned his Civil Engineering degree in 1981 and has been a registered Professional Engineer in the State of California since 1984. Mike along with his wife, Cynthia, live in Fresno County.

They are the proud parents of two grown children who are both professional engineers. In his free time, Mike enjoys woodworking, snowboarding, and exploring—on foot or on a dirt bike.



"It takes a unique skill set to lead the Fresno County Transportation Authority—the role is a combination of understanding transportation policy, the engineering required to complete any project, a vision for the work to be done, and a strong sense of community engagement—all rolled into one. Mike has that skill set and Fresno County has benefitted from his leadership, commitment and hard work. Most of all, Mike never lost sight of the fact that transportation is not just about roads, potholes, or freeway off-ramps—but rather it was always about the people moving across our County. We are grateful for his service, integrity, and problem-solving approach to every situation that came before FCTA—no matter how big or how small. Best wishes to Mike and his family for a wonderful retirement!"

*FCTA Chair Supervisor Mendes  
and Vice Chair Mayor Ashbeck*

# ROAD REPAIR & MAINTENANCE

## FIX OUR ROADS!

One of the things we repeatedly heard from residents across all of Fresno County was that fixing roads should be Measure C's highest priority. The draft 2022 Plan that was developed for the 2022 ballot proposed to spend over half of the future Measure C revenues on local and neighborhood streets and road repairs. \$3.5 billion out of a total of \$6.8 billion was slated for road repairs.

“That seems like an awful lot of money, why so much?”

If you spend much time driving Fresno County roads, I think you probably know the answer to that. Our roads are in bad condition and road repairs are very expensive, especially once they have started to fall apart.

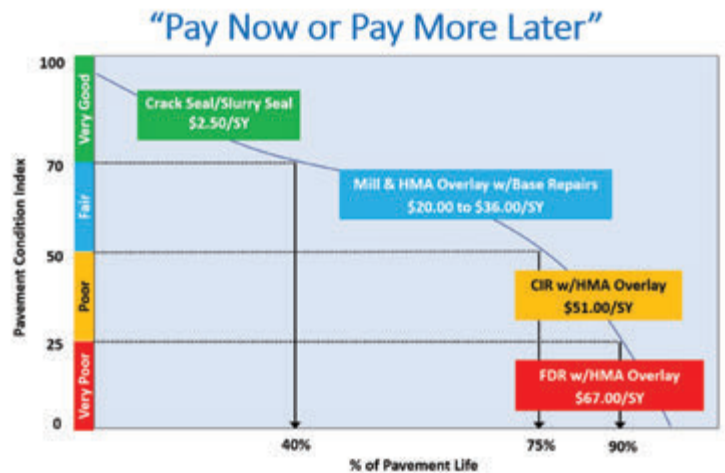
Engineers periodically evaluate the conditions of streets and roads using a Pavement Management System, or PMS. This is a labor-intensive operation where engineers and technicians inspect a broad cross-section of roads within a jurisdiction.



Engineers give each road segment a numerical rating which is then averaged over the entire road system within that jurisdiction, ultimately leading to ratings of GOOD, FAIR, POOR, and FAILED.

It is much less costly to keep a good road in good condition than to repair a failed road. This next graphic compares those costs.

Note that the costs themselves have gone up since this chart was developed but the difference in costs remains valid.



As the chart indicates, it costs about \$2.5 per square yard of pavement to keep it in good condition, but \$67 per square yard to repair pavement that has failed.

Because so many of our roads have fallen into disrepair, it has become very expensive to repair them. Engineers estimated that in order to get all our roads in Fresno County into the bottom of the GOOD category, it would take at least \$3.5 billion over 20 years which is how we arrived at applying over half of the proposed new Measure C funding strictly toward street and road repairs.



“Okay, sure, I get it.” “But don’t we already pay for road repairs through our gas tax?”

Well, yes and no. Yes, much of the gas tax revenue, especially after the passage of Senate Bill 1, goes to road repairs. However, those funds were already taken into consideration when the \$3.5 billion cost was developed. In other words, the overall need is greater than the \$3.5 billion.

“But why hasn’t Measure C already fixed our roads?”

Again, it has, but it also has not. The 2006 Measure C plan approved by the voters only dedicated 15% of overall revenues, or about \$300 million toward road repairs. Other high priority transportation needs were addressed with the remaining Measure C funds. The 2022 effort to renew Measure C was the first time that sufficient funds were to be made available that would address repairing all our roads.

“But I see many roads in great condition, why hasn’t my road been addressed?”

That is a complicated question that has a number of answers. Some of these roads are new and therefore in great condition.

Some roads are within neighborhoods where residents pay additional property tax to keep their roads well maintained.

Measure C allocates the 15% of funds identified for road repairs directly to each of the 15 incorporated cities and to Fresno County.

These agencies are responsible for identifying their priorities for road repairs. Unfortunately, it’s just not enough to fix every road.

“Why do the more affluent areas have better roads than the poorer areas?” “That’s not fair.”

It’s up to the citizens within each of the cities, or county residents, to participate in the political process to make sure that road repair money is spent wisely and equitably across each jurisdiction.

The cities and the county do their best to make this happen but you should still get involved! Interesting fact, within the City of Fresno, which is by far the largest city in Fresno County and the fifth largest city in the State, the pavement condition north of Shaw is a little lower than south of Shaw. Government staff and officials try and do the best they can with the limited funds they have available.

So, what does the future look like?

Without a renewed Measure C, things look grim for transportation, especially roads. Pavements will continue to deteriorate and the cost of fixing them will rise. It’s important for all of Fresno County that we figure out a way to Fix Our Roads.



SHAW AVENUE WIDENING

# VETERANS BOULEVARD

The Veterans Boulevard project will result in the construction of a six-lane arterial roadway in northwest Fresno, a freeway interchange at SR-99, grade separations over the Union Pacific Railroad, High Speed Rail line and Golden State Boulevard, a multipurpose trail, and improvements to roadways surrounding the project.

Veterans Boulevard construction has been divided into separate phases as outlined below:

<b>PHASE 1</b>	Extend Bullard Avenue to its connection with Veterans Boulevard	<b>PHASE 4A</b>	Veterans Blvd Connection from Shaw to Barstow
<b>PHASE 2</b>	Construct a grade separation over Union Pacific Railroad and California High Speed Rail Tracks	<b>PHASE 4B</b>	Veterans Blvd Connection from Riverside to Herndon
<b>PHASE 3</b>	Construct the SR 99 interchange and grade separation over the Golden State Boulevard	<b>PHASE 4C</b>	Construct Veterans Boulevard Class I multipurpose trail from Hayes to Herndon



This project has a Measure C commitment of \$70.4 million with the following breakdown: \$7.98M from Extension Measure for PA/ED (\$234K) & Construction (\$7.75M); \$3.12M from Original Measure for Construction; and \$59.34M from RTMF for Design (\$10.5M), ROW Acquisition (\$18.82M) & Construction (\$30.02M). The Design and Right of Way phases are completed.

City of Fresno awarded the construction contract for Phase 1 to American Paving Co in the amount of \$4.7M on 08/30/18. This segment is funded by HSR. The opening ceremony for this segment was held on September 24, 2019. Substantial completion was issued on 03/10/20.

Construction was completed on 09/27/20.



City awarded the Phase 2 construction contract to Granite Construction Company in the amount of \$20.04M and a construction inspection services contract to Ghirardelli Associates in the amount of \$582K on 03/05/20 with construction start date of 05/20/20.

This segment is funded by the High-Speed Rail Authority. Construction completed and accepted as of 08/21/23.

City awarded Phase 4A construction contract to Avison Construction, Inc. in the amount of \$5,766,227 on 8/27/20. The contractor's start date was November 23, 2020. Phase 4A was funded by a combination of Local Development Fees (\$3.9M), Original Measure C (\$1.02M) and



LPP (\$2.17M) funds. Construction completed and accepted as of 08/30/22.

All construction funding is in place for phase 3 (\$62.6M). Measure C has committed \$36.5M, STIP has 14.6M commitment and City of Fresno has \$1M commitment. In addition, Fresno was awarded \$10.5M in BUILD Cycle 2 Grant in November 2019. Bids were opened on September 28th and Construction contract was awarded by City of Fresno Council on November 4, 2021, to A. Teichert & Son Inc in the amount of \$48,025,000.

The Grand Opening and Ribbon Cutting ceremony was held on 11/20/23.

Phase 4B was advertised on 6/17/22 with a successful bid opening on 07/19/22. Construction contract awarded on 09/29/22 to Yarbs Grading and Paving, Inc. in the amount of \$7,085,420.50. Measure C has committed \$3.5M for construction of this phase and City of Fresno has a \$2.8M commitment. CTC has also approved and allocated the 2020/21 Fiscal Year SB1 Local Partnership Program (LPP) Formulaic funds in the amount of \$1.9M on 06/23/2021.

The Grand Opening and Ribbon Cutting ceremony was held on 11/20/23.

<b>DESIGN - PS&amp;E</b>	100% Complete
<b>RIGHT OF WAY</b>	100% Complete
<b>CONSTRUCTION - PHASE 1</b>	100% Complete
<b>CONSTRUCTION - PHASE 2</b>	100% Complete
<b>CONSTRUCTION - PHASE 3</b>	100% Complete
<b>CONSTRUCTION - PHASE 4A</b>	100% Complete
<b>CONSTRUCTION - PHASE 4B</b>	100% Complete



## SCHOOL BUS REPLACEMENT PROGRAM

Approximately 2.3% of the Measure C Extension is provided for the Environmental Enhancement Program School Bus Replacement Sub-Program (SBRP).

The SBRP was created to help replace the oldest buses in Fresno County. All school buses are equipped with seat belts and air conditioning. Other funds are leveraged whenever possible.

Funding for Round 7 of the Measure C Extension SBRP was approved by the Fresno County Transportation Authority on February 15, 2023 in the amount of \$4,739,642.96 which replaces 19 buses.

Funding for Round 7A of the Measure C Extension SBRP was approved by the Fresno County Transportation Authority on August 16, 2023 in the amount of \$3,297,395.13 which replaces 13 buses. To date Measure C has replaced a total of 147 school buses in the amount of \$25,228,405.52.

The following table is a combination of both Rounds 7 and 7A.

SCHOOL DISTRICT	BUSES REPLACED	TOTAL COST
CENTRAL UNIFIED	5	\$1,156,923.87
CLAY JOINT ELEMENTARY	1	\$264,181.06
CLOVIS UNIFIED	2	\$457,377.32
COALINGA HURON	2	\$512,936.18
FIREBAUGH LAS DELTAS	2	\$479,407.54
FRESNO UNIFIED	1	\$251,784.90
GOLDEN PLAINS UNIFIED	2	\$515,531.58
KERMAN UNIFIED	2	\$511,382.62
KINGS CANYON	4	\$983,254.28
MENDOTA UNIFIED	1	\$268,507.14
SANGER UNIFIED	4	\$957,220.62
SIERRA UNIFIED	2	\$531,434.14
SOUTHWEST TRANSPORTATION	4	\$1,147,096.84
Total	32	\$8,037,038.09

# WHAT MEASURE C MEANS TO OUR COMMUNITIES

Measure C has and will continue to improve our local communities—keeping people safe and connected, repairing and maintaining roads, sidewalks, trails and public transit, and leading our region into the future with new technology and environmentally innovative projects. While the ultimate goal is to move all of Fresno County forward, the impact Measure C has on each city is unique.

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**Here's what community leaders had to say** about the importance of renewing Measure C for their communities.

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The Local Transportation Program under Measure C is an incredibly valuable funding source for the City of Fowler to rehabilitate many roadways and meet accessibility improvement needs in the City's right-of-way. Often times, Measure C funds serve as a stop gap funding source used as the local match for federal or state grant funded projects to maximize the dollars available to the City of Fowler.

**WILMA TUCKER**  
City Manager, Fowler

Measure C is used to fund a \$54M multiagency road rehabilitation project on Golden State Boulevard in Fresno County. This local tax allows the County to be designated as a "self-help" County through which the region will be eligible for state and federal matching funds. Due to this Measure, the region was able to secure \$7M of the funding from the State Local Partnership Program.

Measure C expenditure plan also includes flexible funding that allows local agencies to leverage their allocation as local matches for other grant fundings and also use it to address deferred maintenance of our roads to ensure existing infrastructure is well maintained.

**STEVEN WHITE**  
Director, Department of Public Works and Planning

FCRTA was fortunate to apply Measure C funding to the construction of a 15,000 square foot Maintenance Operations facility on 7 acres with state of the art technology using solar power for inductive chargers to charge the electric fleet. The \$18 million project was possible with \$11 million in Measure C funds.

Another FCRTA project is a micro-transit program in the unincorporated community of Biola where FCRTA employs residents to operate the rideshare service using an EV Chevy Bolt which is funded by Measure C as well as the EV charger and infrastructure at the site. This happens to be a first in the country of this type of micro transit/rideshare program all possible due to Measure funding.

Both projects serve all Rural Fresno County residents who primarily reside in disadvantaged communities.

**MOSES STITES**  
General Manager,  
Fresno County Rural Transit Agency

Measure C funding is a critical part of the City of Clovis Community Investment Program. It has helped fund major street improvements on Willow and Temperance Avenues and is currently funding major improvements to Shaw and Herndon Avenues. It is also an important source of funding for local street maintenance projects to help keep our roads in good condition. In addition, Measure C funds a variety of active transportation projects including pedestrian trail and bicycle facilities for our citizens to enjoy. Measure C contributes greatly to the community's transportation amenities and allows us to build projects that otherwise may not happen.

**RYAN BURNETT**  
Engineering Program Manager,  
City of Clovis Department of Planning  
and Development Services

# BLACKSTONE/ MCKINLEY

## GRADE SEPARATION

The 2006 Measure C Extension Expenditure Plan included the Alternative Transportation Program (ATP) which was intended to provide seed funding to move the Burlington Northern Santa Fe (BNSF) railroad from the center of Fresno to the western edge of the city, adjacent to the Union Pacific Railroad alignment.

Other funding sources did not materialize and as a result, in 2020, the FCTA Board converted this ATP to a Grade Separation Program (GSP) and selected the Blackstone and McKinley crossings of the BNSF railroad as the first grade separation project. Initially \$6 million was allocated to the City of Fresno for environmental work and preliminary design.

In February 2021, \$2.1 million in additional funding was added for right of way (ROW) purchase and utility relocation. Subsequently on June 8, 2022, an additional \$27 million was allocated for ROW.

In March 2023, the Fresno Council of Government Policy Board and following on April 19, 2023, the FCTA Board approved Amendment No.7 to the 2006 Expenditure Plan which restored \$20 million of the \$25 million ATP funds set aside for the High Speed Rail Heavy Maintenance Facility by Amendment No. 1.

### PROJECT SCHEDULE MILESTONES

<b>Q2/2025</b>	Complete right of way acquisitions
<b>Q2/2024</b>	Complete utility relocation plans
<b>Q2/2025</b>	Complete Final Design
<b>Q3/2025</b>	Advertise and award
<b>Q4/2025</b>	Begin Construction
<b>Q3/2028</b>	Construction Complete

With this amendment, it is currently estimated that approximately \$75 million of FCTA Grade Separation funding will be available to the Blackstone/McKinley project.

The City of Fresno also applied for the Local Partnership Program (LPP) formulaic funding in the amount of \$3.9 million for the ROW phase, which was approved and allocated by the CTC Board on May 18, 2023.

The cost of the project has grown significantly since the project was originally approved by the FCTA Board for Grade Separation funding. The initial estimate was approximately \$80 million.



# BLACKSTONE MCKINLEY BNSF GRADE SEPARATION



Subsequent engineering and public outreach efforts have resulted in an increase of the estimate to \$152 million. This increase is largely due to the need to establish temporary detours during construction.

The initial estimate assumed use of full road closures during accelerated construction activities. It was believed that a short full closure would be less impactful than extended traffic restrictions.

However, even with accelerated construction, closures would exceed a year which was deemed infeasible due to impacts to traffic, area residents, and businesses.

The need for temporary construction detours increased construction costs, but more significantly increased the right of way and utility costs.

In order to close this funding gap, the City of Fresno submitted applications for grant funding.

In addition, on July 6, 2023, the City announced they were successful in obtaining an \$80 million grant for the project from the California State Transportation Agency (CALSTA) Transit and Intercity Rail Capital Program (TIRCP).

With this grant, the project is currently fully funded at \$152 million. However, the design is not yet complete and right of way acquisitions have just begun so there is potential for further cost impacts. Should further cost increases occur, the City and FCTA staff have identified other potential funding sources.

The project is currently at the 40% design phase. Right of way appraisals have been completed for all of the parcels, the City is in the process of submitting first written offers to property owners.

# GOLDEN STATE BOULEVARD

## UPDATE

The 2006 Measure C Extension Expenditure Plan included a Rural Regional Project (Project R-F) to improve Golden State Blvd through the cities of Fowler, Selma, and Kingsburg, as well as in unincorporated areas within Fresno County.



The project begins at the Tulare County line in Kingsburg and ends at American Avenue north of Fowler.

Golden State Blvd (GSB) runs adjacent to the Union Pacific Railroad (UPRR) for its entire length in southern Fresno County. As such, improvements to many of the intersections within this corridor involve work within the railroad right of way. All work within railroad right of way requires railroad approval.

Mark Thomas, a local engineering firm, was hired to develop PS&E for the project and to coordinate work within the railroad right of way.

In 2020, FCTA successfully applied for a Local Partnership Program (LPP) competitive grant and was awarded \$7 million by the California Transportation Commission (CTC). GSB is old Route 99 which was relinquished to the cities and Fresno County when the current SR99 was built.

The CTC recognized that GSB functions as a significant corridor for these rural cities and that the route needed significant improvements in order to meet the cities' mobility needs. The LPP funding came with a "use it or lose it" requirement. Staff has also placed some LPP formulaic funding on the project.

Because of the difficulties in obtaining agreement from UPRR for improvements within and adjacent to their right of way, advertisement of the project was delayed which threatened to trigger the LPP "use it or lose it" provisions.





As a result, staff directed Mark Thomas to split the project into two phases. Phase one would consist of improvements along the corridor that did not impact UPRR right of way. Phase two would address intersection improvements that did affect UPRR right of way.

Phase one was advertised on August 30, 2022. Bids were opened October 6, 2022 and a contract was awarded to Yarbs Grading & Paving on October 25, 2022. The engineer's Estimate for the project was \$29.9 million. The low bid was slightly less at just under \$29 million.

Construction began on February 21, 2023 and is proceeding. As of late November, the contract is approximately 78% complete.

Late winter and early spring weather delayed initial progress of Phase one, but the contractor is well underway. It is anticipated that this 14.1 mile project will be complete by March of 2024.

Phase two is currently scheduled to be advertised near the end of Phase one construction. However, UPRR is proving to be very difficult. They continue to demand improvements that the project team believes are unwarranted, but UPRR has been unwilling to compromise. These extended negotiations with the railroad have the potential to further delay phase two.

The total Phase two cost is currently estimated to be \$19.9M. Of that amount, \$13.9M is to meet UPRR requirements. The railroad is currently demanding another \$2 million in improvements the staff believes are unwarranted.

In addition to the significant cost escalation caused by these railroad demands, Mark Thomas has been unable to get the railroad to commit that these are the sum total of improvements they want. These issues are affecting the cost and schedule of Phase two.

The project team continues to meet to try and resolve these issues and proceed with Phase two. Staff will brief the Board at future meetings on the status of this Phase two project.



## URBAN AND RURAL

# REGIONAL PROGRAM PROJECTS

The Measure C Regional Program is intended to address transportation needs that stretch across the County.

It is split into Urban and Rural subprograms, each of which has a list of priority projects.

Some of the projects are on the State Highway System while others are on major City and County arterials.

Funding for these projects comes not only from the current Measure C Extension, but also from the Original Measure C, the Regional Transportation Mitigation Fee Program, and State and Federal transportation dollars through the State Transportation Improvement Program.

Priorities have been identified and funding allocated by working together with our partners at the Fresno Council of Governments as well as the various agencies tasked with delivery of these projects.

We are three quarters of the way through the Measure C Extension and we have made significant progress towards completing these priority projects.

To date, six Urban and nine Rural projects are complete, seven Urban projects have some project phases built with others in process, two Rural projects are in process and all but two of the remaining Urban and Rural projects have received funding for environmental evaluation, design, right of way, or construction phases.

## 1. County of Fresno

A. Rural Project E	Friant Road (Copper to Millerton Rd)	\$2.92 -*
B. Rural Project F	Golden State Corridor (American Ave to Tulare Co. Line)	\$47.3M
C. Rural Project I	Mountain View (Bethel to Tulare Co. Line)	\$18.5M -*
D. Original Measure Rural Project	Academy Avenue North & South (SR168 to SR180 & SR180 to SR99)	\$57.43M -*

## 2. City of Clovis

A. Urban Project D1	Willow Ave (Shepherd to Copper Aves)	\$5.712M*
B. Urban Project D2	Willow Ave (Teague to Shepherd Aves)	\$310,000*
C. Urban Project D3	Willow Ave (Alluvial Ave. Improvements)	\$570,000*
D. Urban Project E1	Temperance Ave (Ent. Canal to Nees Ave)	\$1.935M -*
E. Urban Project E2	Temperance Ave (Sierra Ave)	\$1.493M -*
F. Urban Project E3	Temperance Ave / Shepherd Ave. Intersection	\$215,000 -*
G. Urban Project K1	Herndon Ave (Willow to Clovis)	\$641,100 -*
H. Urban Project K2	Herndon Ave (Clovis to Fowler)	\$1.641M -*
I. Urban Project K3	Herndon Ave (Temperance to DeWolf)	\$11.248M -
J. Urban Project L1	Shaw Ave (Locan to DeWolf)	\$2.244M -*
K. Urban Project L2	Shaw Ave (DeWolf to McCall)	\$21.1M (\$16.8 Extension; \$4.3M Original Measure) -

## 3. City of Firebaugh

A. Original Measure Rural Project	SR33 (8th to 15th Street Improvements)	\$2M -
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## 4. City of Fresno

A. Urban Project B2	Route 180 West Frontage Road (Marks Ave to Hughes/West Connector)	\$5.31M (\$2.55M Extension; \$2.76M Extension RTMF) -*
B. Urban Project D2A	Willow/Shepherd Intersection Imp.	\$353,000 -*
C. Urban Project D4A	Willow Ave (Teague Ave to Shepherd Ave)	\$289,000 -*
D. Urban Project D4B	Willow Ave (Shepherd to Behymer)	\$2.858M -*
E. Urban Project D5A	Willow Ave (Decatur to Shepherd)	\$1.341M -*
F. Urban Project D8	Willow Ave (Barstow to Escalon)	\$1.402M -*
G. Urban Project G	Monterey Street Bridge	\$1.60M -*
H. Urban Project H1	California Ave Widening (West to Fruit)	\$2.20M -*
I. Urban Project I2A	Peach Ave Traffic Signal (@ Church)	\$250,000 -*
J. Urban Project I2B	Peach Ave Widening (Jensen to Butler)	\$5.71M -
K. Urban Project I3	Peach Ave Widening (SR 180 to Butler)	\$5.25M -*
L. Urban Project K5A	Herndon Ave Widening (Brawley to Valentine)	\$1.166M -*
M. Urban Project K5B	Herndon Ave Widening (Blythe to Brawley EB)	\$1.118M -*
N. Urban Project K5C	Herndon Ave Widening (Blythe to Brawley WB)	\$105,000 -*
O. Urban Project K6	Herndon Ave Widening (Valentine to Marks)	\$807,000 -*
P. Urban Project K7	Herndon Avenue (SR99 to Weber Ave)	\$996,000 -*
Q. Urban Project K11	Herndon Avenue (Polk to Milburn Ave)	\$18.51M -
R. Urban Project N1	Veterans Blvd/SR99 Interchange and Grade Sep.	\$70.4M (\$59.34 Extension RTMF; \$7.98M Extension; \$3.12M Original Measure) -
S. Urban Project N2	Veterans Blvd/ SR99 Interchange Connections	\$4.54M -

## 5. City of Mendota

A. Original Measure Rural Project	SR33 (Bass/Belmont Intersection)	\$4M -
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## 6. City of Parlier

A. Rural Project J	Academy Avenue (Manning Ave to Industrial Park)	\$1.948M -*
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## 7. City of Sanger

A. Original Measure Rural Project	Academy Avenue (11th Ave to-North Ave)	\$5.435M -*
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## 8. Council of Governments

A. Rural Project F	Golden State Corridor (American Ave to Tulare Co. Line)	\$6.12M -
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## 10. Caltrans

A. Rural Project A	SR180 West (Yuba to James) Passing Lane	\$12.782M -*
B. Rural Project B	SR180 East (Temperance to Academy)	\$14.26M (\$11.06M Extension RTMF; \$500,000 Original Measure) -*
C. Urban Project B3	SR180 West Landscaping	\$605,000 -
D. Rural Project C	SR180 East (Academy to Trimmer Springs)	\$19.23M Extension RTMF -*
E. Urban Project C	Braided Ramp Project (SR41/168/180)	\$11.94M (\$2M Original Measure; \$9.94M Extension RTMF) -*
F. Rural Project D	SR180 East (Trimmer Springs to Frankwood)	\$56.02M (\$5.89M Original Measure; \$8.844M Extension & \$41.29M Extension RTMF) -*
G. Rural Project G	SR269 Bridge @ SR198	\$1.3M Original Measure -*
H. Rural Project H	SR180 West (Route 33 to I5 Connection)	\$300,000 -
I. Urban Project J	SR41 (Tulare to "0" St.)	\$5.350M -*
J. Rural Project K	SR99/American Avenue Interchange	\$4.49M (\$2.64M Extension & \$1.85M Original Measure)
K. Urban Project M	SR99 (Cedar/North Interchange)	\$16.37M (\$16.1M RTMF Extension; \$265K Extension) -

\*Project Completed

## PARK N RIDE



## Park, Ride, Go!

With Caltrans and Measure C's Park & Ride lots throughout Fresno County, it's easier than ever to carpool or access public transportation.

Each lot is well lit and centrally located, making them great locations for people to meet and park their vehicles during the workday.

### PARK & RIDE LOCATIONS

#### COALINGA

State Route 198 and State Route 33

#### AUBERRY

State Route 168 and Auberry Road

#### CLOVIS

State Route 168 and Temperance Avenue

#### FRESNO

State Route 180 and Fowler Avenue

#### SANGER

State Route 180 and McCall Avenue

Call Valley Rides at **441-RIDE** or visit [www.ValleyRides.com](http://www.ValleyRides.com) to start your carpool today!

## VANPOOL



## Let's All Van Together!

The Measure C Vanpool Program is continuing to help commuters get to and from work safely in a cost-effective way. In 2021/2022 and 2022/2023, we provided subsidies for 110 vanpools originating in Fresno County, substantially decreasing the traffic impact on our roadways and bettering our air quality. Round trip lengths varied from 44 miles (Kingsburg to Fresno) to 219 miles (Fresno to Avenal).

In 2021/2022 and 2022/2023, subsidies and reimbursements helped to offset operating costs to transport 733 Ag workers to their work destination and return them home safely. The program is open to public and private vanpool owners and riders.

For more information visit <http://measurec.com/commuter-vanpool-program-2/> or call (559) 441-7433

## RIDESHARE



## Dive Into Carpools!

The Measure C Carpool Incentive Program had 2,344 participants during 2021-2022 and 2022-2023.

That means over 2,000 people saved money by ridesharing, and with 84,101 daily trip logs in 2021-2022 and 106,333 daily trip logs in 2022-2023, they carpooled often!

The amount of carpool trips logged has increased year after year, which has resulted in a positive impact on our air quality.

Our carpoolers have reduced Co2 emissions by 940 tons in 2021-2022 and 1,130 tons in 2022-2023.

Developed to provide ride-sharing incentives to commuters, the program is a win-win for the environment and commuters, reducing air pollution and greenhouse gasses, and giving riders the opportunity to win monthly prizes simply by registering and submitting commute logs.

Participants can register for the program online at [www.ValleyRides.com](http://www.ValleyRides.com).

## ADVOCATE



### Rose is On Your Side

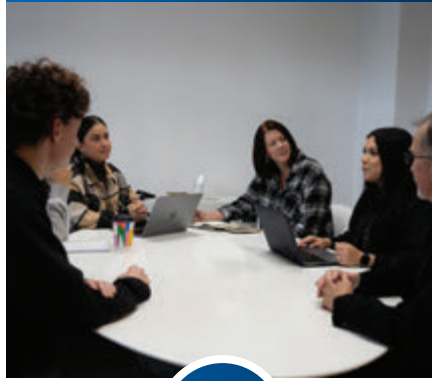
Measure C has a lot happening and one of our goals is to make sure we're connected with our community, addressing the needs of our residents and keeping them informed of our projects from planning to completion.

Rose Willems is the Measure C Advocate, serving all residents of Fresno County in resolving property owners' concerns, providing outreach, and lending educational support to make this happen.

The position is a joint venture between Caltrans and the FCTA.

If you have questions about any Measure C project, please contact Rose Willems at **(559) 600-3282** or **rose@measurec.com**

## CITIZEN OVERSIGHT COMMITTEE



### Making Sure Promises Made are Promises Kept

With the passage of the 2006 Measure C Extension, a 13-Member Citizen Oversight Committee was formed to inform the public that the Measure C funding program revenues and expenditures are spent as promised.

The Fresno Council of Governments is responsible for staffing the Committee and providing technical and administrative assistance to support and publicize the Committee's activities.

The members receive, review, and recommend actions or revisions to plans, programs, audits, or projects, as well as review sales tax receipt spending annually.

There are currently COC openings. If you are interested in volunteering to serve, please contact: Brenda Thomas; email **bthomas@fresnocog.org** or call **(559) 233-4148 ext. 219**.

## SENIOR TAXI SCRIP



### \$eniors \$ave

FCTA believes that everyone should have access to safe and reliable transportation—and the Measure C Senior (Senior Taxi) Scrip Program is making that happen for those who are 70 years of age and older. By purchasing Senior Scrip, seniors who reside in Fresno County receive a 75% discount on ride fares through local taxi services. There is also an E-Scrip option for seniors who open an account with Measure C partner "Go-Go Grandparent" and purchase electronic credits that can be spent on Uber or Lyft rides.

In 2021-2022, there were 760 program participants who purchased \$239,520 worth of scrip to help them get around. And in 2022-2023, there were 681 participants who purchased \$272,326 scrip. If you know a senior who could benefit from this program, please let them know!

#### PROGRAM HIGHLIGHTS:

- Seniors receive 75% off taxi, Uber and Lyft services
- Seniors may purchase up to \$200 worth of Senior Scrip PER MONTH
- Available to residents 70 years of age and older
- 10 ride providers participating

For more information and to download the application visit **http://measurec.com/senior-scrip/** or call **(559) 441-7433**

MEASURE C

# NEW TECHNOLOGY

CSUF Transportation  
Institute Update



The Fresno State Transportation Institute (FSTI) is a collaboration between the Lyles College of Engineering, College of Social Sciences, Craig School of Business, and the 15 cities within Fresno County to improve transportation in the region.

The institute is responsible for using grant funds to support education, research, technical service, and public outreach.

From 2021 - 2023, the funds were used to support research that sought to discover specific impacts of different kinds of transportation in California—research that could inform the future of transportation in our state. The two main studies included one that analyzed if California households can save money on transportation costs by living in transit-oriented developments, and another that used isochrone maps and origin-destination (OD) matrices to assess the impact of high-speed rail on multimodal regional mobility in California.

As part of FSTI's outreach initiative, several K-12 hands-on transportation activities were continued for the classroom and science fairs, and the annual railroad model competition was held. The railroad competition showcased the creativity of the teams who had to design their own railroad track models in a way that was fuel and cost efficient and minimized time traveled.

The activities-based learning program was also continued from 2021 - 2023; it involved hands-on learning, using interactive devices, critical thinking, and aligned with the guidelines of California Standards of Learning to help get future generations interested in STEM.

2021

# STUDENT SPOTLIGHT



Lucca  
Lorenzi

Degree in Media,  
Communication and Journalism  
College of Arts and Humanities

In 2017, Lucca founded “Pack It Up For Packard,” an art supply and book drive for Lucile Packard Children’s Hospital-Stanford that, to date, has donated over 7,000 supplies and books (both in English and Spanish) in efforts to restock their art therapy program and children’s library. In addition, he is a Fresno State Smittcamp Family Honors College Scholar and enjoys working with organizations, including the Central California Red Cross, Valley Children’s Healthcare, California Water Institute and the Fresno State Transportation Institute.



Marina  
Lima

MS in Civil Engineering,  
Lyles College Of Engineering

Marina has worked on the design and development of the K-12 Railroad Model competition at the Fresno State Transportation Institute (FSTI). She is the author of the competition’s manuals and has developed research about recent developments in transportation technology for regional air mobility. She received recognition for academic excellence and leadership.

She was the president of the International Transportation Engineers (ITE) student chapter at Fresno State and also works full-time as a project engineer at a local engineering company.

2022

# STUDENT SPOTLIGHT

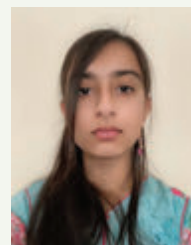


Cesar  
Arabinar

MS in Mechanical Engineering,  
Lyles College Of Engineering

In 2022, Cesar was a leader at the FSTI Transportation Camp, Bike Camp, and Summer Camp, and helped to Live stream the K-12 Railroad model competition. His research focus is on Solar cells, specifically CZTS semiconductors, which are environmentally friendly solar cells.

He is Vice President of Sundogs, as well as a student organizer for Fresno State Mechanical Engineer Banquet, and a member of AIAA (American Institute of Aeronautics & Astronautics).



Harman  
Kaur

MS in Mechanical Engineering,  
Minor in Electrical Engineering,  
Lyles College Of Engineering

Harman helped organize the 2023 FSTI K-12 Railroad Model Competition, and was also part of the K-12 class outreach program and summer camp program.

She is the treasurer of two clubs, the Institute of Transportation Engineers and Sundogs (AEE).



## MEASURE C

# ACCOUNTABILITY MEASURES

The FCTA Board and staff are very proud of 37 years of **“Promises Made – Promises Kept”**.

We are ultimately accountable to the citizens of Fresno County to make sure that the Measure C funds expended are consistent with the 1986 and 2006 Expenditure Plans which were approved by the voters.

There are many different methods of accountability used to administer the various funding programs. At a high level, the FCTA Board ensures that projects and programs funded by Measure C are consistent with those voter approved Expenditure Plans.

Further, the Citizen Oversight Committee takes a deeper dive into how these funds are spent by each of the agencies eligible to receive Measure C funds. The COC issues an annual evaluation which is included in the Measure C Annual Report (See pages 36-39 of this report for the COC’s evaluation).



Each Measure C funded program has specific accountability measures.

### **REGIONAL PUBLIC TRANSIT**

Measure C directly allocates approximately 24% of Measure C funding to the three transit agencies in Fresno County; FAX, Clovis Transit and Fresno County Rural Transit Agency.

Each Transit Operator tabulates relevant operating statistics on operating cost, miles driven, customers served, number of employees, etc.

These statistics are reported to Fresno Council of Governments (COG) in an annual Productivity Evaluation. COG engages a consultant specializing in Transit Operations to review this information and compile a Triennial Performance Audit that makes recommendations on improving Transit efficiencies.

### **LOCAL TRANSPORTATION PROGRAM**

Approximately 35% of Measure C funds are directly allocated to the 15 incorporated cities along with Fresno County.

Of that amount, half must go towards road repairs, 10% goes towards bike and pedestrian facilities with the remaining 39% going to other high priority local transportation needs including improving safety, reducing congestion, traffic signals, etc.

Each agency receiving these funds is subject to an annual audit by FCTA to ensure that funds were spent as intended. Misuse of these funds can result in suspension of future payments and repayment of any misdirected funds.

### **REGIONAL TRANSPORTATION PROGRAM**

About 30% of Measure C funds go to the Regional Program which consists of two discrete lists; one urban and the other rural, of major projects located throughout the County.

Many of these are on the State Highway System, but others are on the Local transportation system. Each agency receiving these funds must enter a funding agreement with the FCTA Board. The Board ensures that only those projects authorized by the Expenditure Plan are funded.

They also control project scope and budget through these funding agreements. As agencies design and build these projects, FCTA staff reviews each invoice prior to issuing payment to ensure funds are spent properly.

### **GRADE SEPARATION PROGRAM**

*(Previously identified as the "Alternative Transportation Program")*

Six percent of Measure C funds are allocated to this program which consists of a project or projects to separate car, bus, pedestrian, bicycle, and truck traffic from railroad trains by replacing at-grade crossings with grade separation structures. There is currently only one project funded by this program, the dual Blackstone and McKinley crossings of the BNSF Railroad. Accountably measures for this program mirror those of the Regional Program discussed previously.

### **ENVIRONMENTAL ENHANCEMENT PROGRAM**

This program receives three and one-half percent of Measure C Funds and has two elements, School Bus Replacements and Transit Oriented Development (TOD) incentives.

The school bus program replaces the oldest school buses across Fresno County with new clean fuel vehicles. Buses are replaced strictly on age in order to remove the most pollutants possible.

All public and private school districts are eligible. Staff has a county wide list of all school buses and their respective ages. Staff uses this list to identify eligible replacements as funds become available. Staff also follows through to make sure that the replaced buses are destroyed or taken out of state.

TOD is a competitive program where projects must meet certain criteria to be eligible for funding. The eligibility criteria were established to select only the best projects that do the most to improve transit accessibility and ridership. As with the Regional Program, staff reviews invoices from TOD grant recipients to ensure that funds are expended appropriately and that project goals are met.

### **ADMINISTRATION & PLANNING PROGRAM**

No more than 1% of overall Measure C revenues can be utilized to administer the Measure C program. An additional one-half percent is available to the Fresno Council of Governments for transportation planning activities related to Measure C.

Each year the FCTA Board reviews and approves a detailed budget proposal on how these funds will be utilized. Any variation of this spending plan must go back to the Board for an amendment. FCTA typically spends about half of the 1%.

# SR41 EXPRESSWAY UPDATE

## ROUTE 41 ELKHORN TO EXCELSIOR

A sum of ten million dollars in State Funding has been authorized to finalize a hazardous segment of Highway 41 in Fresno County.

According to a statewide crash and injury database, fatal accidents in this particular area contributed to 35 percent of all fatalities on Highway 41 in Fresno County from December 2011 to January 2020.

Calls for the completion of the highway gained momentum in November 2020, spurred by consecutive fatal accidents that claimed the lives of Ken Atkins and Joel Carrillo, Jr., as voiced by local officials and members of the Widen Highway 41 Facebook page.

The state funds approved will be combined with an additional \$33M in State Funding, \$13 million of local Measure C dollars, and the remaining \$14.8 million will be provided by the Caltrans State Highway Operation and Protection Program (SHOPP).

Anticipated to commence construction in early 2025, the project is expected to span approximately two years.

In the meantime, the area has been designated a no-passing zone, and concrete barriers have been installed as an interim safety measure.





## ROUTE 180W

### ROUTE 33 TO I5 CONNECTION (R-H)

The project scope consists of completing a Project Study Report (PSR) for SR180 West between Mendota and Interstate 5 and has the initial Measure C commitment of \$300K.

In 2013, the California Transportation Commission passed a resolution for the Route Adoption of SR 180 from the City of Fresno to Interstate 5 following a Caltrans report which identified a number of alternatives for the route of a future four-lane expressway. Given projected traffic volumes, a two-lane conventional highway is now seen as more appropriate.

This two-lane conventional highway would seek to be compatible with any future widening or upgrading to a future four-lane expressway.

The PSR will determine the feasibility, cost, and schedule of this proposed 2-lane highway from Mendota to Interstate 5 which is the last

remaining Rural Tier 1 project that has not yet received any Measure C funding aside from the PSR costs.

The main issue still needing resolution is how to phase the project given the enormous cost of the entire project which is approximately 22 miles long. Potential funding outside of the measure has not been identified.

Caltrans has analyzed options of completing a first phase that could either extend Route 180 from near Mendota to Belmont Avenue (3.6 miles) or Fairfax Avenue (14.2 miles) and included findings in the PSR.

The PSR was signed on March 28, 2023, and a board action will be required prior to Caltrans beginning the environmental clearance phase.

# HERNDON AVENUE

## POLK TO MILBURN (U-K11)

The purpose of this project is to widen Herndon Avenue, including the 4-lane bridge crossing the BNSF tracks to 6 lanes in order to eliminate a traffic bottleneck between Polk and Milburn Avenues. The project will also eliminate a trail gap which will enable pedestrians and bicyclists to utilize this portion of Herndon.

Phase 1 involved the preparation of an Advanced Planning Study to define the project scope and cost as well as PS&E and environmental documents that are nearing completion. It is not necessary to obtain right of way for this project, therefore Phase 2 will not be included with this project.

Phase 3 involves construction of the Project and Construction Management. This project has a current Measure C commitment of \$18.5 million for design and construction.

Design is under 100% plan review. Utility coordination undergoing with BNSF. Should the BNSF review each finalization stage, the project is expected to advertise and award in Spring 2024.

	% COMPLETE
Design (PS&E)	90%

# HERNDON AVENUE

## TEMPERANCE TO DEWOLF (U-K3)

The ultimate project includes full construction improvements consisting of widening, left turn lanes, traffic signals, sidewalks, street lights, curb and gutter, median improvements, and overlaying along Herndon Avenue, from Temperance Avenue to DeWolf Avenue.

The first construction phase of the project, which included construction of 3-lanes westbound and 2-lanes eastbound between Temperance and Coventry Avenues and transitioning to one lane eastbound east of Coventry Avenue, was completed in December of 2012.

The remainder of the project will include widening Herndon Avenue between Temperance Avenue and Coventry Avenue to a 6-lane divided roadway, a 4-lane divided roadway between Coventry Avenue and Locan Avenue, and then transitioning back to a 2-lane undivided roadway prior to crossing the Enterprise Canal bridge.

In addition, right turn lanes will be constructed for eastbound Herndon Avenue turning onto DeWolf Avenue; and northbound Locan Avenue turning onto Herndon Avenue. Existing overhead utilities on the south side of Herndon Avenue between Temperance Avenue and Locan Avenue will be placed underground and east of Locan Avenue will be relocated outside of the roadway.

The project will include traffic signal modifications at Temperance Avenue and new traffic signals at Locan and DeWolf Avenues. This project has a Measure C commitment of \$11.2M for design, right-of-way & construction phases. Phase 1 includes preliminary design/engineering (PS&E) and environmental review and approval.

Phase 2 involves the appraisal and acquisition processing of affected parcels. Phase 3 involves construction of the Project and Construction Management activities associated with the Project.

The design for the remainder of the project is near completion. Utility relocation plans have been completed by PG&E, Comcast, and AT&T.

The design, right of way, and construction schedules are as follows:

	START	END	% COMPLETE
Environmental	09/16	06/18	100%
Design (PS&E)	07/18	12/23	95%
Right of Way Acquisition	07/20	12/23	90%
Construction	05/24	01/25	0%

# NORTH/CEDAR & AMERICAN AVENUE UPDATE

## ROUTE 99 - SOUTH FRESNO INTERCHANGE PROJECT (U-M & R-K)

The original project scope consists of upgrading three existing interchanges on Route 99, North Avenue, Central Avenue and American Avenue. The project is programmed for the Project Approval and Environmental Document (PA&ED) phase which began in July 2018 using a combination of STIP (\$3.0 M) and Measure C (\$2.1 M) funding. Both North/Cedar and American Avenue are included in the Measure C Expenditure Plan.

North Avenue is an Urban project while American Avenue is Rural, resulting in an approximate 50/50 split for overall PA&ED project costs between the Urban and Rural programs. Caltrans intended to address the entire route from North Avenue to American Avenue as a corridor project with a single environmental document.

It was anticipated that this approach would have saved support costs by doing one environmental document rather than two, but due to funding constraints and potential schedule impacts, the Central Interchange will not be included in the project.

The corridor concept also allows for the potential acceleration of portions of the project through advanced preliminary design. The Draft Environmental Document was released for a public comment period which ended on December 3rd, 2021.

A virtual public hearing was held on November 4th, 2021. The final ED was signed on January 24, 2023. The project is currently in the early design phase, right of way mapping and utility coordination and will be split into two projects, North Avenue IC and American Avenue IC.

Currently, the Project is under litigation with no dates established for meetings or hearings yet.

The North Avenue IC is anticipated to take longer due to the larger number of parcels and complexity of utility relocations. Caltrans has begun early discussions with property owners and utility companies.

The freeway agreement with the City to move forward with the right of way process is currently on hold with the City.

Caltrans is working to resolve concerns before the agreement is executed. Project delay could occur.

Currently, the North/Cedar segment has a RTMF commitment of \$16.1M and American Avenue segment has an Extension Measure commitment of \$2.64M for PS&E and R/W phase activities.

Staff has applied for the Multimodal Project Discretionary Grant (MPDG) in the amount of \$25M submitted on August 21. All prior Grant applications were not successful.

# TRANSIT UPDATE

After meticulous planning spanning five years, the Fresno County Rural Transit Agency (FCRTA) has officially commenced the construction of its state-of-the-art Operations and Maintenance facility.



This groundbreaking event marks the initiation of a \$15 million project located at 1821 Pacific Ave. in Selma, CA 93662.

Designed to serve as a centralized hub for the FCRTA fleet and its operations, the project places a strong emphasis on addressing potential air quality impacts. To achieve this, the facility incorporates environmentally conscious elements such as electric vehicles (EV) and solar energy, aimed at reducing reliance on fossil fuels.

This vital operation is set to cater to the entire county, extending its reach to underserved communities and unincorporated areas. With a significant commitment of \$10 million from Measure C for the overall design and construction, additional funding was secured through various State Grants and a \$5.2 million Federal Transit Administration Grant. This strategic financial arrangement empowers the FCRTA to reinvest funds into transit capital infrastructure projects across the county.





Situated on 7.5 acres adjacent to the Golden State Boulevard Corridor, the new center will feature a 10,000-square-foot, four-bay maintenance facility capable of accommodating 40-foot electric buses.

Additionally, a 5,000-square-foot dispatching/administration office will complement the operational infrastructure. This facility aims to enhance the safety and convenience of transportation while facilitating the circulation of 122 vehicles used for route services throughout Fresno County. These improvements are expected to contribute to an enhanced quality of life and increased economic opportunities for both residents and passengers relying on the transit services.

The groundbreaking ceremony drew the participation of numerous community members, elected leaders, and representatives from local, state, and federal agencies.

Distinguished speakers at the event included:

- **CONGRESSMAN JIM COSTA**
- **ASSEMBLYMEMBER JOAQUIN ARAMBULA**
- **SENATOR ANNA CABALLERO, REPRESENTING DISTRICT 14**
- **FCRTA CHAIR & CITY OF PARLIER MAYOR ALMA BELTRAN**
- **FCTA CHAIR BOARD MEMBER & FRESNO COUNTY SUPERVISOR BUDDY MENDES**
- **FRESNO COUNTY SUPERVISOR STEVE BRANDAU**
- **CALTRANS DISTRICT DIRECTOR DIANA GOMEZ**
- **CITY OF SELMA MAYOR SCOTT ROBERTSON**
- **FCRTA GENERAL MANAGER MOSES STITES**

Reflecting on the historical significance of the project, FCRTA Chair and City of Parlier Mayor Beltran highlighted the absence of a central location for operations and maintenance since 1979. This long-overdue consolidation of activities reflects the commitment of the FCRTA to modernize and improve its services.

Expressing gratitude to entities past, present, and future involved in the Operations/Maintenance Facility, FCRTA General Manager Moses Stites specifically acknowledged the support from the Fresno Council of Governments, Fresno County Transportation Authority, Caltrans, and the Federal Transit Administration.

FCTA Board Member and Fresno County Supervisor Steve Brandau praised the collaborative efforts of local, state, and federal agencies, citing the project as a prime example of the promises fulfilled by Fresno County's Measure C transportation funding.

In a poignant tribute, Congressman Jim Costa honored the late Mayor David Cardenas, a pivotal figure in the project's development.

Cardenas, who served as the Mayor of Fowler and Chair for the FCRTA and Fresno COG, played a crucial role in bringing the project to fruition. Costa remembered Cardenas as a dedicated public servant committed to his community.

The ambitious Operations and Maintenance Center is expected to be completed by March 2025, weather permitting, marking a significant milestone in the ongoing development of Fresno County's transit infrastructure.

# SHAW AVENUE CONSTRUCTION UPDATE

## DEWOLF TO MCCALL AVENUES (U-L2)

The ultimate project will widen Shaw Ave. between DeWolf & McCall to a 6-lane divided expressway.

The scope of the project includes construction of the center and outside travel lanes, utility work, traffic signals and streetlights, median and general landscaping, sidewalk and drive approaches, and a grade separated crossing. This project has a Measure C commitment of \$21.1M for design, right-of-way and construction phases.

This Project has been divided into two separate phases as outlined below:

### PHASE 1: SHAW AVENUE FROM LEONARD AVENUE TO MCCALL AVENUE

Phase 1 began construction in April. Avison Construction is the prime contractor. Construction completion was delayed due to prior weather conditions and utility relocation.



### PHASE 2: SHAW AVENUE FROM DEWOLF AVENUE TO LEONARD AVENUE

Design and ROW are nearing completion with a projected construction start date in early 2024. Construction duration will be approximately 12 months.



Phase 1	START	END	% COMPLETE
Environmental	12/13	04/19	100%
Design (PS&E)	12/13	07/21	100%
Right of Way Acquisition	01/16	07/21	100%
Construction	04/22	11/23	80%

Phase 2	START	END	% COMPLETE
Environmental	12/13	04/19	100%
Design (PS&E)	12/13	12/23	95%
Right of Way Acquisition	01/16	12/23	95%
Construction	05/24	05/25	0%



# MID-TOWN TRAIL UPDATE

## What is the Midtown Trail?

A 7.1 mile dedicated trail for physical activity and active community in southeast Fresno.

## Where is the Midtown Trail?

Part of an urban trail network, including and connecting the Old Town Trail from the City of Clovis. The trail consists of five different segments that are completed, under construction or starting construction.

## Why do we need a Midtown Trail?

To create an urban trail network which results in metro-wide connectivity.

### PROJECT SCHEDULE MILESTONES

<b>SEGMENT 1A</b>	Shields from Blackstone to Manchester Center - Complete
<b>SEGMENT 1B</b>	Shields from Manchester Center to Fresno will start construction in 2024
<b>SEGMENT 2</b>	Shields from First to Fresno - Complete
<b>SEGMENT 3</b>	Herndon Canal from Shields to McKinley will start in 2024
<b>SEGMENT 4</b>	McKinley from Millbrook to Clovis will start in 2024
<b>SEGMENT 5</b>	Clovis from McKinley to Dayton - Complete



# REGIONAL TRANSPORTATION MITIGATION FEE

## ANNUAL REPORT

The legislation that enabled Measure C required that each agency eligible to receive Measure C funding must adopt a Regional Transportation Mitigation Fee (RTMF) to address growth related impacts to the overall transportation system within the County. The RTMF is intended to ensure that future development contributes its fair share towards the cost of infrastructure to mitigate the cumulative, indirect regional transportation impacts of new growth in a manner consistent with the provisions of the State of California Mitigation Fee Act.

### FY 2021-2022

#### Capital Projects Fund/Transportation Impact Fees Sub-fund

##### DESCRIPTION OF FEE

Fees mandated in the Fresno County Transportation Authority's Measure C Extension Expenditure Plan approved by the voters in November 2006 to fund specific infrastructure improvement projects and adopted pursuant to State of California Mitigation Impact Fee Act.

##### DEVELOPMENT

	AMOUNT OF FEE
Single-Family Dwelling	\$5,072,610.00
Single-Family Dwelling (Affordable)	\$28,593.00
Multi-Family Dwelling	\$ 816,074.00
Multi-Family Dwelling (Affordable)	\$ 201,145.00
Non-Profit Education	\$0.00
Government	\$0.00
Commercial/Retail	\$ 415,852.45
Commercial/Office/Service	\$ 319,243.28
Light Industrial	\$ 12,503.70
Heavy Industrial	\$ 237,723.48
Other Non-Residential	\$ 17,080.00
<b>Fees Collected FY 2021/2022</b>	<b>\$7,120,824.91</b>

Adjustment to FY 20/21 - Refund	-\$3,755.00
Developer Fee Interest	\$13,719.00

**Total of Transfers for FY 2021/2022** **\$7,130,788.91**

##### FY 2021/2022 RECEIPT AND USE

Beginning Balance as of 6/30/2021 includes Interest Earned	-\$60,062,582.76
Total of Transfers for FY 2021/2022	\$7,130,788.91
Interest Earnings for FY 2021/2022	\$112,093.58

**Total Available** **-\$52,819,700.27**

Total Administrative & Legal Related Expenditures for FY 2021/2022	\$0.00
Total Interest Expenditures for Measure C/RTMF Loan	\$0.00
Total Project Related Expenditures for FY 2021/2022	\$2,913,305.45
\$2,378,369 (Loan from Ext.) + \$534,936 (Loan From Old Meas.) = \$2,913,305	

**Ending Fund Balance** **-\$55,733,005.72**

#### Description Of Projects

RTMF funding expended on the projects listed below were approved in the Measure C Extension Expenditure Plan in November 2006 and the Regional Transportation Program which is updated bi-annually.

MEASURE C PROJECT	PROJECT NAME, LOCATION AND DESCRIPTION OF EXPENDITURES	AMOUNT EXPENDED IN FY 21/22
Urban Tier 1 N1	Veterans Blvd. - SR 99 Interchange - Design, Right of Way & Construction associated with connection improvement & Grade Separation at UPRR/Golden State.	\$2,682,533
Urban Tier 1 M	SR 99/Cedar/North Interchange Design & Right of Way	\$197,715
Rural Tier 1 D	SR180 East - Smith to Frankwood - Right of Way associated with widening of State Route 180 East from Smith to Frankwood to a 4-Lane Expressway on 4-Lane right-of-way.	\$33,057

\*The negative RTMF balance is due to loans made to the RTMF from other Measure C funding areas in order to advance the delivery of projects that have an RTMF funding obligation.

The Mitigation Fee Act requires that the impact fees be reviewed and updated every five years in order to continue collection of the RTMF. The second update took effect as of January 1, 2020 which resulted in a revised fee structure. Fresno County still continues to have one of the lowest county-wide traffic impact fees among valley and foothill counties. These fees provide a portion of the funding necessary to deliver some of the projects identified in the Measure C Expenditure Plan in the urban and rural areas.

To date, the RTMF has collected close to \$55.5 million, which has helped finance the SR41/180/168 Interchange, a portion of SR180 West, SR180 East from Temperance to Frankwood, SR99 North/Cedar Avenues Interchange, and Veterans Boulevard. In addition to directly funding some Measure C projects, the RTMF also provides the added benefit of making the overall Measure C funding stretch further. While a city may not see the RTMF funding on a project in their area, using the RTMF funding on one Measure C project allows the next Measure C project to proceed using Measure C funding or other transportation funding that otherwise would not have been available.

The RTMF is a win-win for consumers who need to get from their new house to their job or other destinations, and for the existing users of the transportation system so they will not see the transportation facilities they use every day impacted by new development

**FY 2022-2023**

Capital Projects Fund/Transportation Impact Fees Sub-fund	
DESCRIPTION OF FEE	
Fees mandated in the Fresno County Transportation Authority's Measure C Extension Expenditure Plan approved by the voters in November 2006 to fund specific infrastructure improvement projects and adopted pursuant to State of California Mitigation Impact Fee Act.	
DEVELOPMENT	AMOUNT OF FEE
Single-Family Dwelling	\$ 3,638,070.66
Single-Family Dwelling (Affordable)	\$ 65,658.00
Multi-Family Dwelling	\$44,334.00
Multi-Family Dwelling (Affordable)	\$125,613.00
Non-Profit Education	\$0.00
Government	\$0.00
Commercial/Retail	\$ 165,266.25
Commercial/Office/Service	\$200,502.06
Light Industrial	\$20,208.00
Heavy Industrial	\$237,723.48
Other Non-Residential	\$97,922.70
<b>Fees Collected FY 2022/2023</b>	<b>\$4,361,403.05</b>
Developer Fee Interest	\$18,115.07
<b>Total of Transfers for FY 2022/2023</b>	<b>\$4,379,518.12</b>
FY 2022/2023 RECEIPT AND USE	
Beginning Balance as of 6/30/2022 includes Interest Earned	-\$55,733,005.72
Total of Transfers for FY 2022/2023	\$4,379,518.12
Interest Earnings for FY 2022/2023	\$336,340.69
<b>Total Available</b>	<b>-\$51,017,146.91</b>
Total Administrative & Legal Related Expenditures for FY 2022/2023	\$0.00
Total Interest Expenditures for Measure C/RTMF Loan	\$0.00
Total Project Related Expenditures for FY 2022/2023	\$15,784,439.00
<i>\$15,227,621 (Loan from Ext.) + \$556,818 (Loan From Old Meas.) = \$15,784,439</i>	
<b>Ending Fund Balance</b>	<b>-\$66,801,585.91</b>

Description Of Projects		
RTMF funding expended on the projects listed below were approved in the Measure C Extension Expenditure Plan in November 2006 and the Regional Transportation Program which is updated bi-annually.		
MEASURE C PROJECT	PROJECT NAME, LOCATION AND DESCRIPTION OF EXPENDITURES	AMOUNT EXPENDED IN FY 22/23
Urban Tier 1 N1	Veterans Blvd. - SR 99 Interchange - Design, Right of Way & Construction associated with connection improvement & Grade Separation at UPRR/Golden State.	\$12,756,300
Urban Tier 1 M	SR 99/Cedar/North Interchange Design & Right of Way	\$2,202,700
Rural Tier 1 D	SR180 East - Smith to Frankwood - Right of Way associated with widening of State Route 180 East from Smith to Frankwood to a 4-Lane Expressway on 4-Lane right-of-way.	\$825,439

\*The negative RTMF balance is due to loans made to the RTMF from other Measure C funding areas in order to advance the delivery of projects that have an RTMF funding obligation.



# Measure C Extension Citizen Oversight Committee

## Annual Report for Fiscal Year 2021-2022

### PURPOSE AND COMPOSITION

Measure C Expenditure Plan allocates the proceeds from the half-cent sales tax, approved by Fresno County voters, to a range of transportation programs. The Measure is in its second twenty-year cycle of transportation development for Fresno County.

This second cycle is known as the “Measure C Extension”. Fresno County residents can be assured that approved Measure C funds continue to support the hard work of constructing and maintaining the highways, streets and roads of Fresno County and its 15 incorporated cities. In addition to these street and highway projects, Measure C provides funding for the county and the cities to address local and regional public transportation needs through other specified programs.

To ensure public transparency, Measure C mandates a committee of thirteen Fresno County residents annually to evaluate actual and planned expenditures of the agencies that receive Measure C funding. This Citizen Oversight Committee represents our county population as follows:

- One member from each of the five supervisorial districts
- One member from the Fresno-Clovis metropolitan area
- Seven members who represent community organizations

The Fresno Council of Governments (Fresno COG) appoints committee members to four-year terms. No one member may serve more than eight years. Staggered terms ensure experience and knowledge continuity among the committee members.

The Measure C Citizen Oversight Committee (COC) meets the second Thursday of the month from 4:00-6:00 pm at the Fresno COG office complex. Meeting dates, agendas, and minutes may be found at <http://agendas.fresnocog.org/agenda/search/0/2>

### FISCAL YEAR 2021-2022 PERFORMANCE

The COC met six times during fiscal year July 1, 2021, thru June 30, 2022 to carry out the following; accept, review, evaluate, recommend, receive and monitor the following Measure C plans and expenditures:

- Measure C Extension’s operating budget for 2021-2022
- Measure C Regional Transportation Mitigation Fee budget for 2021-2022
- Actual expenditures made by agencies receiving Measure C Extension funds
- Projects proposed by the agencies receiving Measure C Extension Funds, (review for fiscal compliance)
- Informational updates
- Investment of Measure C Extension funds

- Action on unanticipated items in which voters have a vested interest.

### MEASURE C ORIGINAL OPERATING BUDGET 2020-2021

The proposed 2021-2022 Original Measure C budget had no estimated sales tax revenue during the fiscal year due to the Original Measure’s expiration in 2007. However, it was estimated to gain \$600,000.00 in interest revenue which will be used to fund the remaining Measure C Urban and Rural Regional projects. This reserve accumulated over 20 years of the Original Measure C to fund a transition to the Extension Measure or shall be used to finance FCTA close-out costs should a subsequent Extension Measure not be accepted by the voters.

Use of these funds to cover the administrative costs of ongoing Measure C projects is consistent with the intended purpose of these accumulated funds.

### MEASURE C EXTENSION OPERATING BUDGET 2021-2022

The California Department of Finance annually estimates the anticipated proceeds of the Measure C Extension sales tax. Together with investment interest, the estimated proceeds define the Measure C Extension fiscal year operating budget. The Department of Finance estimated total proceeds at \$88,252,699.00 for fiscal 2021-2022.

An added interest amount of \$2,500,000.00 resulted in a total estimated operating budget of \$90,752,699.00. This revenue estimate reflects a moderately conservative 2.0% increase from 2020-2021 actual revenues to date. The COC received the 2021-2022 operating budget information in July 2021.

### REGIONAL TRANSPORTATION MITIGATION FEE OPERATING BUDGET 2021-2022

The Regional Transportation Mitigation Fee (RTMF) is part of the Measure C Extension Expenditure Plan. It requires that new development pay its fair share for road improvements. Mitigation fee amounts are based on traffic impacts of these new developments. The COC received the 2021-2022 RTMF budget information in July 2021.

The proposed RTMF operating budget for 2021-2022 was estimated at \$24,859,485.00 and includes the following sources:

• Uncommitted RTMF Fund Balance	\$3,215,485.00
• Estimated RTMF Fee Revenue.	\$4,800,000.00
• Estimated RTMF Interest Revenue	\$38,400.00
• Measure C - RTMF Loan Program	\$16,805,605.00
• Total	\$24,859,485.00

These funds are available to pay costs as they come due for ongoing contracts.

# Measure C Extension Citizen Oversight Committee



## Annual Report for Fiscal Year 2021-2022 *(continued)*

### FCTA BUDGET AND EXPENDITURE REPORTS FOR FISCAL 2021-2022

Budget recommendations and expenditure reports from all cities within the county and associated agencies were reviewed and accepted by the Measure C COC.

### MEASURE C NEW TECHNOLOGY RESERVE GRANT PROGRAM - FISCAL YEAR 2021-2022 GRANT APPLICATIONS

Fresno COG receives Measure C applications annually for new technology funding initiatives. The grant scoring committee, Multidisciplinary Advisory Group (MAG), meets to interview the applicants and discuss the applications.

The committee recommends funding of projects to Fresno COG. A member of the Measure C committee was elected to sit on the MAG.

The COC received status reports from the following grant program participants:

- Fresno County Rural Transit Agency
- Fresno State Transportation Institute
- Sustainable Aviation Project

### REGIONAL TRANSPORTATION PLANNING (RTP)

Measure C COC representative has been elected to sit on the Fresno COG's RTP roundtable projects feed into the Measure C Expenditure Plan. The committee this year was kept updated by regular reports as to the outcomes of the RTP meetings.

### MEASURE C FINANCE & AUDITS

The FCTA retained the accounting firm Price Paige & Company to perform audits for the fiscal year. The COC was continuously updated by Denise DiBenedetto (Fresno County Transportation Authority) regarding the pending results of the audits.

The Measure C Citizen Oversight Committee found no material weakness concerning internal control over financial reporting and no instances of non-compliance of laws, regulations, contracts, or grant agreements.

### STRATEGIC FORESIGHT BY FRESNO COUNTY

Visionary Fresno County voters supported a funding source devoted to transportation system improvements. As a result of their foresight, our county's transportation infrastructure is continuously being addressed, supporting our economic well-being while sustaining future needs.

Fresno County's transportation system keeps us competitive in today's marketplace. Allowing Measure C to continue gives Fresno County additional revenue with large deferral capability for state projects as they arise. This ensures the County has the ability to participate in many projects that we may not have had an opportunity to be involved in or scaled back because there was not enough revenue to move them forward to completion.

Two noteworthy examples of using Measure C to leverage state and federal funds were the SR 269 Bridge and SR41 Excelsior Highway.

Without Measure C Funds, neither of these projects would have successfully captured the state funding required to construct these projects. SR 269 addresses under serviced Huron areas while SR41 Excelsior provides safety on a highly traveled and potentially dangerous portion of highway connecting Fresno County to Lemoore military base and the coast.

The Measure C Citizen Oversight Committee is made up of Fresno County citizen volunteers. Our members continue to strongly support the Measure C Extension Plan's guiding principle: "Promises Made, Promises Kept". The COC is dedicated to serving the residents of Fresno County by ensuring transparency of all Measure C activities. We welcome constructive comments, feedback and questions.

Please join us as we move forward to a safer, more efficient transportation future.

### Fresno Council of Governments

Attn. Brenda Thomas, Staff to the COC  
2035 Tulare Street, Suite 201  
Fresno, CA 93721  
559-233-4148, ext. 219  
[bthomas@fresnocog.org](mailto:bthomas@fresnocog.org)  
[www.fresnocog.org](http://www.fresnocog.org)  
[www.measurec.com](http://www.measurec.com)

### Fresno Council of Governments

Attn. Jake Martinez, Assistant Staff to the COC  
2035 Tulare Street, Suite 201  
Fresno, CA 93721  
559-233-4148, ext. 207  
[jmartinez@fresnocog.org](mailto:jmartinez@fresnocog.org)  
[www.fresnocog.org](http://www.fresnocog.org)  
[www.measurec.com](http://www.measurec.com)



# Measure C Extension Citizen Oversight Committee

## Annual Report for Fiscal Year 2022-2023

### PURPOSE AND COMPOSITION

Measure C Expenditure Plan allocates the proceeds from the half-cent sales tax, approved by Fresno County voters, to a range of transportation programs. The Measure is in its second twenty-year cycle of transportation development for Fresno County.

This second cycle is known as the “Measure C Extension”. Fresno County residents can be assured that approved Measure C funds continue to support the hard work of constructing and maintaining the highways, streets and roads of Fresno County and its 15 incorporated cities. In addition to these street and highway projects, Measure C provides funding for the county and the cities to address local and regional public transportation needs through other specified programs.

To ensure public transparency, Measure C mandates a committee of thirteen Fresno County residents annually to evaluate actual and planned expenditures of the agencies that receive Measure C funding. This Citizen Oversight Committee represents our county population as follows:

- One member from each of the five supervisorial districts
- One member from the Fresno-Clovis metropolitan area
- Seven members who represent community organizations

The Fresno Council of Governments (Fresno COG) appoints committee members to four-year terms. No one member may serve more than eight years. Staggered terms ensure experience and knowledge continuity among the committee members.

The Measure C Citizen Oversight Committee (COC) meets the second Thursday of the month from 4:00-6:00 pm at the Fresno COG office complex. Meeting dates, agendas, and minutes may be found at <http://agendas.fresnocog.org/agenda/search/0/2>

### FISCAL YEAR 2022-2023 PERFORMANCE

The COC met seven times during fiscal year July 1, 2022, thru June 30, 2023, to carry out the following: accept, review, evaluate, recommend, receive, and monitor the following Measure C plans and expenditures:

- Measure C Extension’s operating budget for 2022-2023
- Measure C Regional Transportation Mitigation Fee budget for 2022-2023
- Actual expenditures made by agencies receiving Measure C Extension funds
- Projects proposed by the agencies receiving Measure C Extension Funds, (review for fiscal compliance)
- Informational updates
- Investment of Measure C Extension funds
- Action on unanticipated items in which voters have a vested interest

### MEASURE C ORIGINAL OPERATING BUDGET 2022-2023

The proposed 2022-2023 Original Measure C budget had no estimated sales tax revenue during the fiscal year due to the Original Measure’s expiration in 2007. This reserve has accumulated over 20 years since the original inception of Measure C to fund a transition to the Extension Measure and shall be used to finance FCTA close-out costs should the second Extension Measure not be accepted by the voters. The use of these funds to cover the administrative costs of ongoing Measure C projects is consistent with the intended purpose of these accumulated funds.

### MEASURE C EXTENSION OPERATING BUDGET 2022-2023

The California Department of Finance annually estimates the anticipated proceeds of the Measure C Extension sales tax. Together with investment interest, the estimated proceeds define the Measure C Extension fiscal year operating budget. The Department of Finance estimated total proceeds at \$111,132,338.00 for fiscal 2022-2023.

An added interest amount of \$4,000,000.00 resulted in a total estimated operating budget of \$115,132,338.00. This revenue estimate reflects a conservative 2.5% increase from 2021-2022 actual revenues to date. The COC received the 2022-2023 operating budget information in July 2022.

### REGIONAL TRANSPORTATION MITIGATION FEE OPERATING BUDGET 2022-2023

The Regional Transportation Mitigation Fee (RTMF) is part of the Measure C Extension Expenditure Plan. It requires that new development pay its fair share for road improvements. Mitigation fee amounts are based on traffic impacts of these new developments. The COC received the 2022-2023 RTMF budget information in July 2022.

The proposed RTMF operating budget for 2022-2023 was estimated at \$50,756,253.00 and includes the following sources:

• Uncommitted RTMF Fund Balance	\$11,012,253.00
• Estimated RTMF Fee Revenue	\$6,300,000.00
• Estimated RTMF Interest Revenue	\$62,370.00
• Measure C - RTMF Loan Program	\$33,381,630.00
• Total	\$50,756,253.00

These funds are available to pay costs as they come due for ongoing contracts.

### FCTA BUDGET AND EXPENDITURE REPORTS FOR FISCAL 2022-2023

Budget recommendations and expenditure reports from all cities within the county and associated agencies were reviewed and accepted by the Measure C COC.

# Measure C Extension Citizen Oversight Committee



## Annual Report for Fiscal Year 2022-2023 *(continued)*

### MEASURE C NEW TECHNOLOGY RESERVE GRANT PROGRAM - FISCAL YEAR 2022-2023 GRANT APPLICATIONS

Fresno COG receives Measure C applications annually for new technology funding initiatives. The grant scoring committee, Multidisciplinary Advisory Group (MAG), meets to interview the applicants and discuss the applications.

The committee recommends funding of projects to Fresno COG. A member of the Measure C committee was elected to sit on the MAG.

The COC received status reports from the following grant program participants:

- Airport Land Use Committee
- Fresno City College - New Technology Reserve Program
- New Maintenance Facility in Selma

### GOLDEN STATE CORRIDOR PROJECT

The Golden State Corridor improvement project ultimately improved the 14.1-mile corridor of Golden State Boulevard through the spheres of influence of the cities of Fowler, Selma, Kingsburg, and the unincorporated areas of the county. In the interest of continuity for the length of the project, the participating agencies had agreed to have Fresno Council of Governments (Fresno COG) facilitate the design phase of the project and the County of Fresno oversee the construction phase.

The County provided the necessary Project Construction, Construction Management, and related preliminary activities. The Construction Phase of the Project was not to exceed the amount of \$47,252,000.

The estimated construction and construction related cost is \$54,524,000 with \$7,272,000 being funded by the Local Partnership Program which leaves \$47,252,000 to be funded by Measure C.

### REGIONAL TRANSPORTATION PLANNING (RTP)

Measure C COC representative has been elected to sit on the Fresno COG's RTP roundtable projects feed into the Measure C Expenditure Plan. The committee this year was kept updated by regular reports as to the outcomes of the RTP meetings.

### MEASURE C EXTENSION PROGRAM REQUEST FOR PROPOSAL

It was reported in the October 14th, 2022 Oversight Committee meeting, that in September, Fresno Council of Government staff interviewed three agencies that submitted proposals in response to the Request for "Marketing Proposals for Measure C Social Services including Carpool Incentives, Vanpooling Subsidies for both Commuter and AG Worker, and Senior Scrip." The chosen agency was Southwest Strategies.

### MEASURE C FINANCE & AUDITS

The FCTA retained the accounting firm Price Paige & Company to perform audits for the fiscal year. The COC was kept apprised by Denise DiBenedetto (Fresno County Transportation Authority) of the results of the audits and any pending follow up that may be needed. As reported, the firm found no material weakness concerning internal control over financial reporting and no instances of non-compliance of laws, regulations, contracts, or grant agreement. The city of Fowler audit is still pending as fiscal year 2023 closes.

### STRATEGIC FORESIGHT BY FRESNO COUNTY

Visionary Fresno County voters supported a funding source devoted to transportation systems improvements. As a result of their foresight, our county's transportation infrastructure is being addressed, supporting our economic well-being. Fresno County's transportation system keeps us competitive in today's marketplace. This means that Measure C gives Fresno County additional revenue to add to large deferral and state projects as they come about. This ensures the County has the ability to participate in many projects that we may not have had an opportunity to be involved in or scaled back because there was not enough revenue to move them forward to completion.

The Measure C Citizen Oversight Committee is made up of Fresno County citizen volunteers. Our members continue to strongly support the Measure C Extension Plan's guiding principle: "Promises Made, Promises Kept". The COC is dedicated to serving the residents of Fresno County by ensuring transparency of all Measure C activities. We welcome constructive comments, feedback, and questions. Please join us as we move forward to a safer, more efficient transportation future.

People interested in being part of the Measure C Extension's Citizen Oversight Committee should contact Fresno Council of Governments at:

**Fresno Council of Governments**  
Attn. Brenda Thomas, Staff to the COC  
2035 Tulare Street, Suite 201  
Fresno, CA 93721  
559-233-4148, ext. 219  
[bthomas@fresnocog.org](mailto:bthomas@fresnocog.org)  
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[www.measurec.com](http://www.measurec.com)

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



# Measure C Extension Citizen Oversight Committee

THERE ARE CURRENTLY COC OPENINGS.  
If you are interested in volunteering to serve please contact: Brenda Thomas; email [bthomas@fresnocog.org](mailto:bthomas@fresnocog.org) or call 559-233-4148, ext.219

## Current Measure C Citizen Oversight Committee

FISCAL YEAR JULY 2022 - JUNE 2023

### PUBLIC-AT-LARGE APPOINTEES

**EMILY BRANDT**, Unincorporated rural area West of State Route 99 (supervisorial district 1)

**ALI NEKUMANESH**, Fresno-Clovis Metropolitan Area (Supervisorial District 2)

**(VACANT)** Fresno-Clovis Metropolitan Area (Supervisorial District 4)

**LOUIS HERRERA**, Fresno-Clovis Metropolitan Area (Supervisorial District 3)

**(VACANT)** Fresno-Clovis Metropolitan Area (Any Supervisorial District)

**(VACANT)** Unincorporated rural area East of State Route 99

### COMMUNITY ORGANIZATION APPOINTEES (CURRENTLY 3 VACANCIES):

**BILL JORDAN**, represents the League of Women Voters with a second 4-year term which began July 1, 2022

**GAIL MILLER**, Represents WTS - Central California

**SHANNON AVILA**, Community Organization appointee

**ROSHONDA CURETON**, LMFT, represents Edison Tiger Basketball Boosters with a 4-year term which began October 1, 2021

**SAMUEL MOLINA**, Community Organization appointee

**(VACANT)**, –  
**(VACANT)**, –

## 2021-2022 Measure C Citizen Oversight Committee

FISCAL YEAR JULY 2021 - JUNE 2022

### PUBLIC-AT-LARGE APPOINTEES

**SAL PETRUCELLI**, Retired, Vice President District Manager for Longs Drugs/C.V.S.

**DESTINY RODRIGUEZ**, Community Relations for the Center for Climate Protection

**LEANN NOWLIN**, Chief Business Official with Golden Plains Unified School District

**RONALD DRESSLER**, retired from positions in the construction industry

## 2020-2021 Measure C Citizen Oversight Committee

FISCAL YEAR JULY 2020 - JUNE 2021

### PUBLIC-AT-LARGE APPOINTEES

**SAL PETRUCELLI**, Retired, Vice President District Manager for Longs Drugs/C.V.S.

**DESTINY RODRIGUEZ**, Community Relations for the Center for Climate Protection

**JAMES HUNTER**, International Business Specialist for Knowledge Solutions Group

**LEANN NOWLIN**, Chief Business Official with Golden Plains Unified School District

**RONALD DRESSLER**, retired from positions in the construction industry

### COMMUNITY ORGANIZATION APPOINTEES

**GAIL MILLER**, represents WE-Women Empowerment

**ROBERT ALLEN**, represents the Selma District Chamber of Commerce

**KEVIN HAMILTON**, represents the Central California Asthma Collaborative

**BILL JORDAN**, represents the League of Women Voters

**JENNIFER HARTWIG**, represents the Fresno County Farm Bureau



# Authority Board Members



## ERNEST "BUDDY" MENDES

Ernest "Buddy" Mendes grew up on his parents' dairy farm in Riverdale in Western Fresno County and has been farming in the Central Valley for 40+ years. Buddy is currently serving in his third term as the elected Supervisor representing District 4, which encompasses 9 cities and 9 unincorporated communities from Orange Cove to the east and Coalinga to the west. He continues to be committed to working on behalf of the citizens of Fresno County to improve education, transportation, strengthen public safety services, and create jobs.



## LYNNE ASHBECK

Lynne Ashbeck is the Senior Vice President and Chief Community Impact Officer for Valley Children's Healthcare. A respected civic leader, Lynne is currently serving as the Mayor of the City of Clovis and is in her sixth term on the Clovis City Council. Lynne served as a Co-Chair of the Measure C Reauthorizing Committee, first in 2006 and again in 2022. She is active in transportation issues related to health, including safe routes to school, and is an active member of the Fresno State Transportation Institute Advisory Board. Lynne has a long record of civic leadership and engagement, including the Fresno Pacific University Board of Trustees, founder and co-chair of the Fresno Community Health Improvement Partnership, the Community Justice Center, and the Clovis Big Dry Creek Historical Society. Lynne completed both her bachelor's degree and master's degree in home economics/nutrition at Fresno State and is a registered dietitian. She completed a master's degree in conflict resolution and peacemaking from Fresno Pacific University.



## JERRY DYER

Jerry Dyer is the 26th Mayor of the City of Fresno, sworn into office on January 5th, 2021. Dyer served in the Fresno Police Department for 40 years to include 18 years as the Police Chief. He has the distinction of being the longest tenured police chief in the history of the Fresno Police Department. He was born in Fresno but grew up in the Fowler area where he graduated from Fowler High School. Dyer earned his Bachelor of Science degree in Criminology from California State University Fresno, and a master's degree in management from California Polytechnic University at Pomona. He is a graduate of the California Command College, where his peers recognized him as the Most Inspirational Student and a graduate of the FBI's National Executive Institute. Mayor Dyer has served as the President of the California Police Chiefs Association and 2nd Vice President of the Major Cities Chiefs Association. Dyer was chosen as a Paul Harris Fellow for Rotary International and was recognized in 2018 with a Lifetime Achievement Award by the Fresno County Office of Education. He is a past board member of the Boys and Girls Club, Fresno Rescue Mission, Marjaree Mason Center, and Breaking the Chains. Mayor Dyer has been married to his wife, Diane, for 40 years and has been blessed with two children, and five grandchildren.



## ESMERALDA SORIA

Esmeralda Soria was born and raised by Mexican immigrant farmworkers here in the Central Valley. She attended UC Berkeley and earned her Juris Doctorate from UC Davis School of Law focusing on immigration law. She served as a Fresno City Councilmember for District 1, which included Tower District, Fresno High, neighborhoods near Lion Par and west of Highway 99. In 2018, she was appointed to serve on California Governor Gavin Newsom's transition team and was appointed to serve on the Local Government Commission Board. In November 2022 she was elected to the California State Assembly to represent the 27th Assembly District.



## ROLANDO CASTRO

Rolando Castro was first elected to office in November 2014 serving three terms as Mayor of the City of Mendota. Born in nearby Dos Palos, California, Mayor Castro is a life-long resident of Mendota. His mother was born in Fresno, California and his father was born in Guanajuato, Mexico. Rolando began his career with Proteus, Inc. where he received training that allowed him to acquire employment in his area of interest. He proceeded to advance his career and became a certified smog technician. As a result of his determination and commitment, Rolando constructed a repair shop in Mendota where he serves as the owner and operator.



## STEVE BRANDAU

Steve Brandau was born and raised in the small town of Selma, and moved to Fresno after he graduated from Selma High School. He then attended Fresno State earning a Bachelor of Arts degree in English and a Bachelor of Arts degree in History. In 2012, Steve decided he wanted to become more active in the community by serving in the public sector. He won the Fresno City Council race for District 2 representing constituents in the northwest Fresno area. He was sworn into office in January of 2013 and was elected Council President in January of 2014. Steve currently serves as the Chair of the San Joaquin River Conservancy, and is a board member to the Economic Development Corporation. On March 5, 2019, Steve was elected to the Fresno County Board of Supervisors.



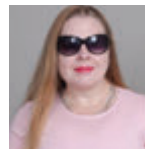
## PAUL SIHOTA

Paul Sihota was born in Punjab, India. He immigrated to California at the age of nine where his family settled in the Selma area and soon thereafter, Paul began working in the grape vineyards on various farms. After graduating from Selma High School, Paul started in the trucking industry in 1980 as a driver. He is currently the owner and operator of Smartway Express Inc., and farms almonds and grapes. He and his wife reside in Selma, a half-mile from where Paul attended elementary school. They are the proud parents of three children; his sons work with him in the family business and his daughter is studying to become a doctor of medicine. As a local business owner for the past 35 years, Paul understands the value of hard work, as well as the evolving needs of Fresno County's transportation system.



## ALMA BELTRAN

Alma Beltran has been an elected official since 2014 and currently serves as the Mayor of the City of Parlier, Chair of Fresno County Rural Transit Agency and Fresno Council of Governments. As Mayor, she continuously advocates in Sacramento and Washington D.C. for improved legislation for water, transportation, economic development, and public safety policy for all residents of Fresno County. She recently retired from a career as a correctional officer and enjoys spending time with her family. Mayor Beltran is a model of a strong, passionate, and confident leader who isn't afraid to stand up for her community to ensure its viability for years to come.



## SARAH HARRIS

Sarah Harris is the Director of Programs at Resources for Independence Central Valley, the First Vice-President of the California Council of the Blind statewide membership organization, as well as the local chapter President. She serves on the City of Fresno's Disability Advisory Commission Transportation Sub-Committee, Fresno County Voters Accessibility Advisory Committee, Central Learning Alternative School Site's School Site Council Member, and California's Blind Advisory Committee. She is a mom, wife, advocate, and coffee lover. She believes that many things that provide equity and equality for people with disabilities really can benefit everyone. She has worked with school districts, local, county, and state government entities, and places of public accommodation to bring awareness to accessibility and usability of goods and services through education and old-fashioned conversation.



## MIGUEL ARIAS

Miguel Arias is a native of Mendota where he and his family labored in the fields as farm workers. After graduating from Mendota High School, Mr. Arias attended California State University, Fresno where he studied Criminology and Chicano Latino Studies. Councilmember Arias proudly represents and serves Fresno's District 3 which encompasses Southwest, Tower District, Downtown, Chinatown, South Fresno, and Central Unified communities. He has served the City of Fresno in various impactful roles, and now in his second term as Councilmember, he will continue to reinvest in city neighborhoods to create safe, healthy, and vibrant communities. services through education and old-fashioned conversation



## VICTOR MARTINEZ

Mendota Mayor Victor Martinez is originally from El Salvador and migrated to the United States at a young age. Growing up, his migrant parents followed the agricultural work seasons from the Imperial Valley to the Central Valley, where his family finally settled in Mendota. Mayor Martinez graduated from Mendota High School in 2007 and obtained his Associate of Arts Degree in Math and Science from West Hills Community College in 2010. Mayor Martinez attended California State University, Fresno where he received his Bachelor of Science Degree in Mathematics in 2014. Following his undergraduate studies, Mayor Martinez was selected to serve as the Executive Director of Operations for a chemical company based in Madera, CA, where he oversaw company operations statewide for 6 years. During that time, he returned to Fresno State where he received his Master of Business Administration degree in 2018. In 2016, he was first elected to office and served as the Mayor Pro-Tem for the City of Mendota. In 2022, he was appointed to the office of Mayor where he continues to demonstrate his passion to serve his community and to do his part in blazing a trail for those working hard to follow in his footsteps.

## FELIPE PEREZ

Mayor Perez worked as a farm worker for 17 years. He has served as Fresno State Office of Community Economic Development (OCED) projects coordinator, Biola General Manager, and project supervisor for Westside Family Preservation services network. He has been a Firebaugh city council member since 2014, and the Latino Equity Advocacy and Policy Institute (LEAP) project manager since November 2021.

1. Regional Public Transit Program		FY 2022-23 REVENUE TOTALS TO DATE WITH INTEREST	FY 2021-22 REVENUE TOTALS TO DATE WITH INTEREST	2007-27 TOTALS TO DATE WITH INTEREST
<b>PUBLIC TRANSIT AGENCIES - TOTAL 19.66%</b>		<b>\$21,822,909.51</b>	<b>\$21,273,274.38</b>	<b>\$180,026,752.09</b>
Fresno Area Express (FAX)	13.70%	15,207,214.34	14,824,204.41	125,447,984.71
Clovis Transit	1.97%	2,186,731.46	2,131,655.66	18,040,218.67
Fresno County Rural Transit Agency (FCRTA)	3.99%	4,428,963.72	4,317,414.31	36,538,548.78
<b>PUBLIC TRANSPORTATION INFRASTRUCTURE STUDY (PTIS) / TRANSIT CONSOLIDATION - TOTAL 0.29%</b>		<b>\$326,698.13</b>	<b>\$313,797.02</b>	<b>\$2,669,546.24</b>
Public Transportation Infrastructure Study (PTIS) / Transit Consolidation	0.29%			
<b>ADA / SENIORS / PARATRANSIT - TOTAL 0.79%</b>		<b>\$876,913.60</b>	<b>\$854,826.40</b>	<b>\$7,239,241.18</b>
Fresno COG	100.00%			
<b>FARMWORKER / CAR / VANPOOLS - TOTAL 1.16%</b>		<b>\$1,287,619.96</b>	<b>\$1,255,188.14</b>	<b>\$10,629,933.31</b>
Farmworker Vanpools	0.58%	643,809.96	627,594.08	5,314,886.07
Car / Vanpools	0.58%	643,809.99	627,594.06	5,314,886.09
<b>NEW TECHNOLOGY RESERVE - TOTAL 2.10%</b>		<b>\$2,584,887.64</b>	<b>\$2,272,323.30</b>	<b>\$21,125,572.43</b>
New Technology Reserve	2.10%			

2. Local Transportation Program				
<b>LOCAL ALLOCATION - TOTAL 30.60%</b>		<b>\$33,962,215.29</b>	<b>\$33,110,996.76</b>	<b>\$280,269,805.50</b>
<b>Street Maintenance - 15.30%</b>				
Clovis	10.37%	16,980,540.74	16,555,498.37	140,132,226.15
Coalinga	1.44%	1,770,408.98	1,683,672.27	12,827,413.32
Firebaugh	0.68%	288,136.80	277,352.70	2,642,816.58
Fowler	0.68%	186,069.15	156,386.09	1,552,300.66
Fresno	0.61%	152,965.67	146,495.22	1,465,012.05
Fresno	46.09%	7,562,387.54	7,311,669.63	60,679,181.98
Huron	0.59%	134,051.98	142,901.51	1,463,962.69
Kerman	1.36%	280,986.98	264,452.23	2,305,351.13
Kingsburg	1.22%	230,153.76	242,896.31	2,134,568.51
Mendota	1.00%	214,458.12	207,121.36	2,033,124.69
Orange Cove	0.83%	180,562.05	180,740.24	1,791,585.86
Parlier	1.27%	243,083.31	249,934.30	2,314,783.76
Reedley	2.24%	397,812.00	402,850.80	3,611,862.49
San Joaquin	0.35%	101,414.83	105,765.79	1,208,253.80
Sanger	2.37%	419,220.03	422,691.51	3,599,291.14
Selma	2.10%	394,140.59	381,147.95	3,508,293.65
County of Fresno	27.48%	4,424,688.97	4,379,420.45	36,914,005.72
<b>ADA Compliance - 0.50%</b>				
Clovis	10.37%	\$561,930.51	\$547,656.60	\$4,628,093.28
Coalinga	1.44%	58,520.51	55,632.71	423,058.21
Firebaugh	0.68%	9,608.16	9,248.67	88,300.02
Fowler	0.68%	6,240.08	5,258.88	52,461.96
Fowler	0.61%	6,240.08	4,932.65	49,579.79
Fresno	46.09%	249,645.61	241,258.41	1,995,679.05
Huron	0.59%	5,147.74	4,814.14	49,555.09
Kerman	1.36%	249,645.61	241,258.41	1,995,679.05
Kingsburg	1.22%	4,523.64	4,814.14	49,555.09
Mendota	1.00%	9,372.20	8,823.18	77,213.16
Orange Cove	0.83%	7,176.87	6,932.26	68,262.43
Parlier	1.27%	7,694.80	8,112.20	71,599.48
Reedley	2.24%	6,058.22	6,062.15	60,324.45
San Joaquin	0.35%	8,121.45	8,344.34	77,522.35
Sanger	2.37%	13,227.23	13,387.93	120,149.25
Selma	2.10%	3,446.62	3,589.29	39,690.79
County of Fresno	27.48%	13,933.65	14,042.33	119,741.49
County of Fresno	2.10%	13,106.09	12,672.12	116,743.25
County of Fresno	27.48%	146,107.64	144,545.35	1,215,063.34
<b>Flexible Funding - 14.80%</b>				
Clovis	10.37%	\$16,419,744.03	\$16,007,841.75	\$121,836,322.43
Coalinga	1.44%	1,711,888.48	1,628,039.60	12,404,339.68
Firebaugh	0.68%	278,623.07	268,104.02	2,620,644.74
Firebaugh	0.68%	179,877.44	151,127.19	1,484,506.51
Fowler	0.61%	147,879.51	141,562.55	1,455,050.50
Fresno	46.09%	7,312,741.89	7,070,411.19	58,442,971.15
Huron	0.59%	129,568.36	138,087.38	1,455,644.79
Kerman	1.36%	271,705.88	255,629.03	2,290,156.20
Kingsburg	1.22%	222,574.54	234,784.08	2,117,866.14
Mendota	1.00%	207,350.30	200,189.05	2,018,738.19
Orange Cove	0.83%	174,722.02	174,678.09	1,778,499.42
Parlier	1.27%	235,048.56	241,589.93	2,299,548.41
Reedley	2.24%	384,708.65	389,462.87	3,504,081.44
San Joaquin	0.35%	97,991.00	102,176.49	1,201,453.17
Sanger	2.37%	405,286.37	408,649.19	3,490,368.41
Selma	2.10%	381,172.12	368,475.85	3,445,978.66
County of Fresno	27.48%	4,278,605.83	4,234,875.24	35,653,574.71

2. Local Transportation Program		FY 2022-23 REVENUE TOTALS TO DATE WITH INTEREST	FY 2021-22 REVENUE TOTALS TO DATE WITH INTEREST	2007-27 TOTALS TO DATE WITH INTEREST
<b>PEDESTRIAN / TRAILS - TOTAL 3.10%</b>		<b>\$3,438,936.56</b>	<b>\$3,354,381.99</b>	<b>\$28,402,133.81</b>
<b>Urban (Clovis &amp; Fresno Spheres of Influence) - 2.15%</b>		2,385,722.10	2,326,426.25	19,702,817.04
Clovis	17.46%	416,567.81	397,912.87	3,106,324.99
Fresno	76.74%	1,830,654.68	1,785,765.05	15,309,987.30
County of Fresno	5.81%	138,499.60	142,748.33	1,286,504.73
<b>Rural - 0.95%</b>		1,053,214.94	1,027,955.75	8,579,994.78
Coalinga	5.71%	<i>Flex</i> 59,985.00	<i>Flex</i> 54,686.13	<i>Flex</i> 442,085.60
Firebaugh	2.79%	<i>Flex</i> 29,299.58	<i>Flex</i> 26,533.28	<i>Flex</i> 229,223.07
Fowler	2.29%	<i>Flex</i> 24,046.96	<i>Flex</i> 21,553.81	<i>Flex</i> 149,931.10
Huron	2.04%	<i>Flex</i> 21,421.63	<i>Flex</i> 24,175.77	<i>Flex</i> 182,135.39
Kerman	5.50%	<i>Flex</i> 57,769.85	<i>Flex</i> 52,629.04	<i>Flex</i> 364,713.13
Kingsburg	4.13%	<i>Flex</i> 43,419.88	<i>Flex</i> 42,722.33	<i>Flex</i> 299,472.99
Mendota	4.11%	<i>Flex</i> 43,191.26	<i>Flex</i> 40,645.65	<i>Flex</i> 282,094.22
Orange Cove	3.14%	<i>Flex</i> 32,972.80	<i>Flex</i> 31,284.20	<i>Flex</i> 248,059.32
Parlier	4.79%	<i>Flex</i> 50,333.15	<i>Flex</i> 51,682.11	<i>Flex</i> 375,434.80
Reedley	8.25%	86,735.97	85,390.72	753,117.08
San Joaquin	1.20%	<i>Flex</i> 12,634.17	<i>Flex</i> 13,534.40	<i>Flex</i> 103,810.60
Sanger	8.69%	91,726.89	89,534.74	756,404.05
Selma	8.10%	<i>Flex</i> 85,139.04	<i>Flex</i> 79,955.78	<i>Flex</i> 634,330.20
County of Fresno	39.28%	414,538.30	413,627.78	3,772,493.08
<b>BICYCLE FACILITIES - TOTAL 0.90%</b>		<b>\$998,606.37</b>	<b>\$973,852.85</b>	<b>\$8,206,276.75</b>
Clovis	10.63%	106,229.20	100,993.71	779,986.82
Coalinga	1.47%	<i>Flex</i> 14,653.36	<i>Flex</i> 14,032.72	<i>Flex</i> 112,909.49
Firebaugh	0.84%	<i>Flex</i> 8,372.46	<i>Flex</i> 6,566.39	<i>Flex</i> 58,866.98
Fowler	0.64%	<i>Flex</i> 6,335.03	<i>Flex</i> 5,955.91	<i>Flex</i> 45,260.94
Fresno	46.42%	463,864.30	448,930.11	3,824,936.72
Huron	0.52%	<i>Flex</i> 5,170.91	<i>Flex</i> 5,734.09	<i>Flex</i> 45,375.76
Kerman	1.43%	<i>Flex</i> 14,213.46	<i>Flex</i> 13,236.47	<i>Flex</i> 92,459.89
Kingsburg	1.11%	<i>Flex</i> 11,084.87	<i>Flex</i> 11,906.00	<i>Flex</i> 82,761.28
Mendota	1.02%	<i>Flex</i> 10,119.20	<i>Flex</i> 9,697.90	<i>Flex</i> 78,082.94
Orange Cove	0.81%	<i>Flex</i> 8,023.29	<i>Flex</i> 8,069.58	<i>Flex</i> 64,238.71
Parlier	1.19%	<i>Flex</i> 11,880.62	<i>Flex</i> 12,340.39	<i>Flex</i> 93,695.98
Reedley	2.15%	21,409.42	21,813.71	187,116.22
San Joaquin	0.32%	<i>Flex</i> 3,162.50	<i>Flex</i> 3,441.99	<i>Flex</i> 30,862.48
Sanger	2.28%	22,796.49	23,040.43	186,132.92
Selma	2.13%	<i>Flex</i> 21,176.78	<i>Flex</i> 20,439.21	<i>Flex</i> 168,891.55
County of Fresno	27.05%	270,114.48	267,654.22	2,332,686.83

3. Regional Transportation Program		FY 2022-23 REVENUE TOTALS TO DATE WITH INTEREST	FY 2021-22 REVENUE TOTALS TO DATE WITH INTEREST	2007-27 TOTALS TO DATE WITH INTEREST
<b>REGIONAL TRANSPORTATION PROGRAM - TOTAL 30.40%</b>		<b>\$36,594,875.03</b>	<b>\$32,894,585.03</b>	<b>\$295,126,859.01</b>
Urban	14.70%	17,706,420.26	15,906,263.15	143,230,715.64
Rural	14.70%	17,778,438.97	15,906,263.15	142,739,426.83
Fresno Airports - City of Fresno	1.00%	1,110,015.80	1,082,058.76	9,156,795.26

4. Alternative Transportation Program		FY 2022-23 REVENUE TOTALS TO DATE WITH INTEREST	FY 2021-22 REVENUE TOTALS TO DATE WITH INTEREST	2007-27 TOTALS TO DATE WITH INTEREST
<b>ALTERNATIVE TRANSPORTATION PROGRAM - TOTAL 6%</b>		<b>\$7,680,932.62</b>	<b>\$6,492,352.27</b>	<b>\$53,803,138.12</b>
Rail Consolidation	6.00%			

5. Environmental Enhancement Program		FY 2022-23 REVENUE TOTALS TO DATE WITH INTEREST	FY 2021-22 REVENUE TOTALS TO DATE WITH INTEREST	2007-27 TOTALS TO DATE WITH INTEREST
<b>ENVIRONMENTAL ENHANCEMENT PROGRAM - TOTAL 3.50%</b>		<b>4,104,498.62</b>	<b>3,787,205.53</b>	<b>\$33,436,452.00</b>
School Bus Replacement	2.30%	2,663,268.73	2,488,735.04	21,762,827.04
Transit Oriented Infrastructure for In-Fill	1.20%	1,441,229.90	1,298,470.48	11,673,624.99

6. Administration / Planning Program		FY 2022-23 REVENUE TOTALS TO DATE WITH INTEREST	FY 2021-22 REVENUE TOTALS TO DATE WITH INTEREST	2007-27 TOTALS TO DATE WITH INTEREST
<b>ADMINISTRATION / PLANNING PROGRAM - TOTAL 1.5 %</b>		<b>2,561,958.99</b>	<b>2,617,984.08</b>	<b>\$23,477,371.30</b>
Fresno County Transportation Authority (FCTA) - Administration	1.00%	1,200,650.80	1,082,058.73	9,711,266.44
FCTA - Services and Supplies		806,299.30	994,896.00	9,186,861.88
Council of Fresno County Governments (Fresno COG)	0.50%	555,008.90	541,029.35	4,579,242.99

<b>CTA - Measure C 1/2% Sales Tax Deposit</b>	<b>TOTAL DEPOSIT</b>	\$116,241,052.35	\$109,200,767.73	\$950,864,492.85
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2220 Tulare Street, Suite 2101  
Fresno, CA 93721

TEL (559) 600-FCTA(3282)

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## Check out the Measure C Website!

Measure C's top priority is to inform and educate our community about transportation improvement projects happening throughout Fresno County.

**For the most up-to-date  
information, just log on to  
WWW.MEASUREC.COM**

You'll find information pertaining to everything Measure C, such as the New Technology Reserve and Sustainable Aviation programs, Board Agendas, and even financial allocations by project, along with helpful links to our partnering agencies.

**Can't find what you need?  
Just contact us for help.**

