



PROGRESS PERSEVERES

2019-2020
ANNUAL REPORT



SR180 COMPLETION
Centerville Township
to Reed Avenue

MEASURE C

A 34-Year Legacy of Promises Kept in Our Community

Measure C has a 34-year legacy of improving the lives of Fresno County residents through investing the one-half cent sales tax in meaningful transportation improvements throughout the county.

Some people may only think about freeways, highways, and roads when they think about Measure C. While that has certainly been a major focus of Measure C over these 34 years, there are many other areas where Measure C funds have been used to improve transportation and quality of life. Measure C invests heavily in the three major transit systems in Fresno County: FAX, Clovis Transit, and Fresno County Rural Transit Agency. Measure C also invests in Active Transportation projects like bike lanes and trails, as well as improvements consistent with the Americans with Disabilities Act to improve mobility for our disabled residents. Senior Taxi Script and car and van pools are other examples of important services that help keep us mobile.

COVID-19 has put a strain on people's ability to get around, especially those who depend on transit services. In addition to direct funding for transit, Measure C has been investing in new technologies to help make it safer to utilize transit services. While schools may be facing COVID-19 shutdowns, in-class instruction will return once we have a handle on the disease. Measure

C replacement of old school buses that are safer and cleaner will continue to be a way we improve the air quality in our region while protecting our kids.

Measure C continues to make significant investments in our streets and highways. Almost one-third of the Measure C program goes to the sixteen agencies in Fresno County for local road repairs and improvements. Another third goes to making our State and Local highways safer, more efficient, and less impactful on air quality.

Over the last 34 years, over \$2 billion has been invested to improve transportation facilities and services. This doesn't include the "matching funds" Fresno County has been able to obtain that would have gone to other cities or counties if Measure C funding was not available.

Efforts are continuing to let the voters decide whether or not these investments have made a meaningful difference in their lives and if they believe continuing that investment is in the best interest of Fresno County residents. With a little luck and a lot of hard work, the voters should be seeing a Measure C extension on the November 2022 ballot. Follow us on social media to learn more about this effort and how you can participate.

HWY 41 at Friant Avenue, Fresno





For more information about the New Technology Electric Air Plan Program, visit:
[HTTP://MEASUREC.COM/SUSTAINABLE-AVIATION-PROJECT/](http://measurec.com/sustainable-aviation-project/)

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CHAIRMAN'S REPORT

2020 has certainly been a challenging year for all of us in Fresno County. Between the COVID 19 crisis, homelessness, the presidential election, and the raging forest fires, 2020 will go down in the books as a very difficult year. But Fresno County folks are resilient. We're finding ways to help each other and to keep moving forward. I'm proud that Measure C has been able to play a small part in ensuring that Fresno County residents can still get to work, to the grocery store, and keep their medical appointments. As an example, you are going to read in this report how Fresno County Rural Transit Authority has implemented innovative programs to keep people mobile and healthy.

You'll read about the practical application of research funding that is going to make it safer for those who rely on public transit services. You'll also read about some of the significant projects Measure C has helped fund and deliver that will relieve congestion, improve safety and air quality, and fix our roads and highways. I am especially proud to note that the long-awaited Veterans Blvd interchange on SR99 is now fully funded and moving towards construction.

Since my time on the FCTA Board, we have weathered two recessions; one financial and the other due to the COVID-19 shutdown. These have affected the funding we have available, but not our commitment to improving life for all of our residents in Fresno County. Year after year, we help fix potholes, improve public safety on transportation facilities, encourage redevelopment of our downtowns, keep our seniors mobile, and improve the overall quality of life in Fresno County. For 34 years, we have remained committed to "Promises Made, Promises Kept."

Everyone knows how bad the litter problem has become along our highways. This problem continues to worsen as we find more of our people living on the streets. Until we can get these people the help and shelter they need, controlling litter is going to be an uphill battle. But make no mistake; litter isn't just "them," it's "us." We are all proud of our county and of the people who live here, yet we don't always show that pride by the way we treat our roadsides. It's time we take some personal responsibility to show our Fresno County pride and keep our roadsides litter free. You will read in this issue about an innovative partnership between Measure C, Caltrans, and the City of Fresno, who have all stepped up with additional funding to increase litter removal along our highways. But litter cleanup isn't the answer, personal responsibility is. Join us in making a difference in keeping our roadsides and our communities litter free.

As we have written in prior issues, there is an entire generation of Valley residents who don't remember what transportation in our county was like prior to Measure C. Take a look at our website to see how much Measure C has done to improve mobility within Fresno County.

<https://measurec.com/>

By the time you read this, we will have begun a new year. Hopefully, 2021 will be better than 2020. Whatever 2021 may bring, Measure C will continue with its mission to improve transportation and quality of life for Fresno County residents.

Mike Leonardo,
Executive Director



DIRECTOR'S REPORT

2020 has been quite the year. At the time this Annual Report was written, the year wasn't yet over - but by the time you read this article we will be in 2021. Have you heard the joke going around?

"I refuse to set my clocks back when we go off daylight savings time. I don't want a single hour more of 2020."

I think that pretty much sums up how most of us feel about 2020.

Certainly, the biggest challenge we have all faced in 2020 has been the COVID-19 pandemic. I'd like to talk a little about how COVID-19 has impacted transportation in the County, and Measure C specifically.

If there is one positive take away from the COVID shutdown, it's that we have shown that telecommuting can work. Maybe not for every job, and not every day of the week, but with advances in technology, it has certainly been established as a viable option for some people. A side benefit to this has been an overall reduction in traffic and traffic congestion. Drivers and transit riders have enjoyed congestion-free freeways, highways, and local streets. Less congestion also means better air quality. At least it would if we were not suffering from the effects of nearby forest fires.

There have certainly been some negative effects on transportation due to COVID-19. Measure C is a half-cent sales tax for transportation, and sales tax tends to fluctuate with the overall economy. As a result, we have predicted a considerable downturn (up to 13%) in sales tax revenue. This has been somewhat offset by increased sales tax revenues due to changes in tax law that have required most online sales to collect sales tax.

While not directly a Measure C impact, the sale and fuel tax on motor fuels is a significant source of transportation funding. We use our Measure C revenue to "match" other transportation programs funded by these fuel taxes. Fuel consumption is down considerably under the COVID-19 shutdown, so there will be less fuel-based revenue for transportation in the months ahead.

Probably the most significant COVID-19 impact on transportation has been to the transit systems in Fresno County. Ridership is down considerably due to people staying home, as well as the need to social distance, leading to significant declines in transit fare box revenues. Measure C, as well as other state and federal transit assistance programs, have helped keep transit operational for those of us who rely on it to get to work, school, doctor appointments, and shopping.

There is a bright spot on the transit front, which is the topic of one of the articles in this report. I hope you take the time to read about some of the innovative things we are doing in Fresno County to meet the COVID-19 challenges and transportation needs of our residents.

Beyond COVID-19, we have had another productive year at Measure C. You'll read about many of the projects and programs that your investment in transportation is making for Fresno County residents.

In last year's report, I briefly mentioned that we planned to start the effort to put the renewal of Measure C (MCIII) before the voters in 2022. This effort has also been a victim of COVID-19, as many of the things we need to accomplish to be ready for renewal were simply not feasible with the shutdown. We are still on track for 2022 but will need to accelerate some of our efforts in order to maintain that schedule.

The Original Measure C (MCI) was passed in 1986. That program was primarily focused on completing the State Highways system in the County, as well as major local and regional roads. The 2006 Measure C Extension (MCII) is a much more balanced program, with roughly one-third of the revenue going to freeways, highways, and major roads and one-third of the revenue going directly to the County and its cities to fix and improve existing roads, build trails, and construct ADA improvements. About one-quarter of the revenue is passed directly to the three major transit providers within the County, with the remaining revenue going to a number of smaller diverse transportation programs. In preparing for 2022 renewal, we have an overall program that addresses a multitude of transportation needs. As we consider renewing Measure C, we can build on the successful models already established through MCI and MCII. By this time next year, we should have a pretty good idea what a MCIII might look like. Public input on that is critical and has been built into our renewal effort.



REV-UP

Rural Electric Vehicle Utilization Project

In October, Inspiration Transportation announced the launch of REV-UP (Rural Electric Vehicle Utilization Project), its new electric rideshare program available for residents in rural unincorporated communities in Fresno County. The project, in partnership with the Fresno County Rural Transit Agency (FCRTA), will offer \$5 round trip rides in all-electric 2020 Chevy Bolts. The pilot program launched in West Park and will extend to other rural communities, including Biola, in the coming months.

Primary funding, the electric vehicle, and project coordination for Inspiration Transportation's rural rideshare pilot comes from Measure C funds available through the Fresno County Regional Transportation Authority. Additional project funding comes from the Central Valley Community Foundation and Beneficial State Bank.

REV-UP was developed to help fill transportation gaps in sparsely populated, low-density communities where public transit is not viable and where FCRTA is stretched to provide services for residents in need. The pilot project aims to be a vital community resource, providing access to jobs, education, and health care, as well as a reduction in vehicle emissions to improve air quality.

In 2019, the American Lung Association ranked Fresno as one of the most polluted cities in the country, underscoring the importance of helping to develop, implement, and market zero-emission transportation as critical to the community's health.

“My hope is that REV-UP will inspire residents to utilize electric vehicles, not only for the reliability, cost, and time-saving benefits, but also for the long-term improvements to our air quality and our community’s overall health,” said Matthew Gillian, founder of Inspiration Transportation.

Your Measure C Dollars **AT WORK**

Regional Public Transit Program

24% of Measure C Extension revenue goes to the Regional Public Transit Program. In FY18/19 over \$15 million was passed through to Fresno FAX, Clovis Transit and the Fresno County Rural Transit Agency. The goal of this program is to increase mobility and provide options to single occupancy vehicle trips.



Regional Transportation Program • Airports

In FY19/20, \$770,780 (1% of Measure C funds) was invested in improvements to the Fresno Yosemite International Airport and the Fresno Chandler Airport. To date, the Measure C Extension has delivered more than \$8.2 million to this program.

School Bus Replacement Program

The percentage of annual revenue identified by the Extension Measure for the SBRP is 2.3%. In FY19/20, this equaled \$1,840,230. The SBRP replaces the oldest school buses in Fresno County that emit toxic fumes and emissions. The SBRP has two goals: cleaner fueled and safer buses for our school age children. All school buses are equipped with air conditioning and seat belts, providing added comfort and safety benefits. To date, Measure C has replaced 115 school buses.



SR180 WEST/I-5 EXTENSION



Did you know that Fresno is the fifth largest city in California? Did you know that of these five largest cities, Fresno is the only one without an Interstate highway connecting it to the rest of the state and nation? Did you know the City of Fresno does not even have a state highway that connects it to the only Interstate that passes through Fresno County? To be accurate, Fresno does have a state route connection to Interstate 5 headed south via 50 miles of State Route 41, but there is no similar connection to Interstate 5 north.

One of the last outstanding projects in the Measure C Rural program is the extension of State Route 180 from Mendota to Interstate 5. FCTA has provided funding to Caltrans to perform preliminary studies on the cost and schedule for adding this important missing link to our county transportation system. Just as important as connecting the Fresno/Clovis urban area to Interstate 5, this project also provides a critical connection to the Interstate system for our west county communities and residents. This area is part of what makes Fresno County the number one agricultural county in the nation. It's critical that we have a safe, reliable, and efficient transportation system to move perishable agricultural products to market.

Back in 2013, Caltrans adopted an alignment for a future four-lane highway connecting State Route 180 to Interstate 5 following the Shields Avenue alignment. That adopted alignment extends State Route 180 from where it currently crosses the Fresno Slough, and through a series of curves, continues in a general northwest direction passing between the Mendota High School and the Mendota Federal Correctional Institution, before curving around the southwest portion of Mendota and heading north. From there, the adopted alignment curves back to the west and aligns with Shields Avenue just west of San Diego Avenue. The adopted alignment ultimately continues directly west and connects to Interstate 5 at the current Shields Avenue interchange. Shields Avenue exists today as a Fresno County road (also known as Fresno County Route J1) between Fairfax Avenue and Interstate 5.

Due to the high cost of completing this entire connection to Interstate 5, Caltrans and FCTA are looking at opportunities to phase the project. The focus has been on how to make the

initial connection between southeast Mendota and the Fairfax/Shields Avenue intersection. There are several alternatives being considered but the one that appears the most promising is to build a roadway that would extend State Route 180 to Belmont Avenue (also Fresno County Route J1) as the initial phase. The second phase would fill in the missing gap between Belmont Avenue and the Fairfax/Shields Avenue intersection. Last, the project would widen Shields Avenue from Fairfax to Interstate 5 to a 40-foot-wide, two-lane highway, bringing the roadway up to Caltrans standards. It would also make drainage improvements along the route in areas currently subject to seasonal flooding.

Eventually, if future traffic volumes warrant, the new alignment could be widened to four-lanes. Until that time, there would also be opportunities for the addition of passing lanes along the alignment. Future phases of the project would most likely need to be included in a Measure C renewal (Measure C III), as there will not be sufficient Measure C II revenues to complete them. FCTA is working with Caltrans to determine if the State would be willing to take the newly constructed route into the State Highway system once the roadway is extended up to Fairfax Avenue or if they will want the entire route (Mendota to Interstate 5) upgraded to full state standards before the State Route signs can go up. Either way, this project should do much to improve connectivity between the west side communities and Interstate 5, in addition to improving the connectivity of the Fresno/Clovis urban area to the Interstate.

Caltrans has been engaging with the public in Mendota and the surrounding area as they develop these project alternatives. They hope to complete their Project Study Report sometime in early 2021. Provided there is a fundable initial phase identified as a part of this report, Caltrans will immediately be able to complete the environmental process and final design and begin right of way acquisition activities.

The common theme throughout this report is "Promises Made - Promises Kept" and this is just one more example of keeping our promises to all of the voters in Fresno County, including those in our rural communities.

Environmental Evaluation, Design & Right of Way Phase Projects

- » Project Study Report in progress for SR180 West from Mendota to I-5 Connection
- » Environmental Evaluation and preliminary design in progress for a new interchange on SR99 at North and Cedar Avenues in southwest Fresno and upgrading the SR99 American Avenue interchange in south Fresno
- » Environmental Evaluation and preliminary design in progress for Blackstone & McKinley Railroad Separations Project in the City of Fresno
- » Design in progress for widening projects on Herndon and Shaw Avenues in Clovis
- » Design in progress for improvement to Peach Avenue in Fresno
- » Design in progress for widening Herndon Avenue in the City of Fresno
- » Final design in progress for improvements to Golden State Blvd in the communities of Fowler, Selma, and Kingsburg
- » Design and Right of Way acquisition in progress for SR99 Veterans Blvd interchange in northwest Fresno

Construction Projects

- » SR 180/41/168 Braided Ramp Landscaping was Completed
- » Willow Avenue Widening - Shepherd to Copper Project was Completed
- » SR269 flood mitigation project near Huron was completed
- » Construction progress on Academy Avenue - 11th St. to North Ave. Road Reconstruction in Sanger
- » Construction progress on the SR180 East Expressway project
- » Construction Progress on Veterans Boulevard Grade Separation project over Union Pacific Railroad and High-Speed Rail

MEASURE C NEW TECHNOLOGY

CSUF TRANSPORTATION INSTITUTE UPDATE

Transit Vehicle Research Project



Measure C is focused on maintaining and improving transportation services to the general public and for local transit agencies. Accordingly, this work aims to assess the risk to drivers and passengers in transit buses for COVID-19 infection and then to determine if there is a way to mitigate that risk, which will lead to improved service and safety for passengers and drivers.

As a result of the COVID-19 pandemic, many businesses and services closed. Transit, however, has continued to operate, as it provides an essential service to passengers. As new evidence of airborne transmission risk increases, shared transportation and transit vehicles are gaining more attention as potential places for infection with the virus due to their confined space for passenger seating, relatively enclosed environment, and heating and air conditioning systems that recirculate the interior air.

In May 2020, a research team led by the Fresno State Transportation Institute, which included members from University of California, Merced, Fresno community advocacy organization, Fresno Metro Ministry, and private Fresno HVAC engineering firm, Air2O Cooling, partnered with Fresno County Rural Transit Agency and Clovis Transit in Fresno County to explore the risk of infection by the novel coronavirus that causes COVID-19 disease from air circulated within typical transit buses used by the respective (2) agencies. The research team had two objectives from the project: 1) understanding and modeling air circulation in the passenger and driver spaces of public transit buses with a focus on how that circulation impacts potential viral infection, and

2) evaluating potential mitigation technologies and/or protocols to reduce the risk of infection of passengers and drivers from viruses released into the interior space of the buses.

The team studied the air flow within the respective agency buses using actual air flow measurements from the bus heating, ventilation, and air conditioning (HVAC) systems while the vehicles were sitting still and in motion. Measurements were fed into computational fluid dynamic modeling software to visually show how air moved within the passenger and driver areas of the respective buses. In addition, non-toxic colored smoke and steam were released inside the buses to visually record the air flow movement. The time it took to fill the buses with smoke and then clear the spaces was also recorded. Testing was done with smoke and steam under various operational conditions, such as windows open and closed, HVAC system on and off, and buses in motion at highway speeds and/or sitting still.

The results of the air flow study show that the existing HVAC systems in transit buses are very effective in quickly moving air, as they are designed to

do, within the passenger and driver areas. However, this fast and effective movement of air creates a high-level risk of infection from an airborne viral agent, such as the novel coronavirus that causes COVID-19 disease, when released inside a transit bus. The study points to the need for viral mitigation technology to be retrofitted into the existing bus HVAC systems and potentially new systems to be developed and incorporated into new buses in the future.



Meet Linda Lim

Linda Lim is a PHD candidate in engineering at the University of Virginia who began working on intelligent transportation systems at the Fresno State Traffic Institute (FSTI). A student in the New Technology Reserve Program, Lim was aided by Measure C funding that helped pay for travel to conferences and for research. This resulted in the publication of two peer-reviewed papers and helped her become the only student in the entire state to work on the 2019 California Infrastructure Report Card section on roads. A first-generation daughter of Cambodian refugees who fled the Khmer Rouge genocide, Lim feels that pursuing her research honors her mother's call to "stay strong" and enjoys being a minority female in a male-dominated industry.



It's Better To Van Together!

Commuters are utilizing the Measure C Vanpool Program more than ever! In this unprecedented year of social distancing, we provided subsidies for 8 NEW vanpools and 53 existing vanpools originating in Fresno County, substantially decreasing the traffic impact on our roadways and bettering our air quality. Vanpools offer a cost-effective option for commuters to get to their destination safely, while saving on commuting costs.

This year, we provided subsidies for 8 NEW vanpools and 53 existing vanpools originating in Fresno County

In addition, 54 vans from the Farm Worker Vanpool Program are receiving subsidies. Through this program, subsidies and reimbursements help to offset operating costs to transport farm workers to their work destination and return them home safely. The program is open to public and private vanpool owners and riders.

In summary, Measure C funded 115 operating vanpool vehicles this year, which is a tremendous achievement given Covid-19 restrictions.

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



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.

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 and start your carpool today.



Rideshare & Save!

The Measure C Carpool Incentive Program rider base was impacted by Covid-19, but many essential workers were still able to carpool safely. This resulted in a positive impact on our air quality and helped 431 carpool participants save money while ridesharing. Commuters who shared rides with at least one other person two or more times per week were eligible.

This year, participants logged 63,956 trip logs and reduced 559 tons of Co2 from impacting our air quality

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.

This year, the number of commuter logs that were submitted more than doubled to over 63,956 entries. Those daily trips saved commuters over 2 million miles of driving by carpooling or vanpooling, which means 559 tons of Co2 was kept from polluting our Valley's air, while program participants saved \$1,002,666 in gas and other travel expenses.

Participants can register for the program online at www.ValleyRides.com.



Advocating for Our Community

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

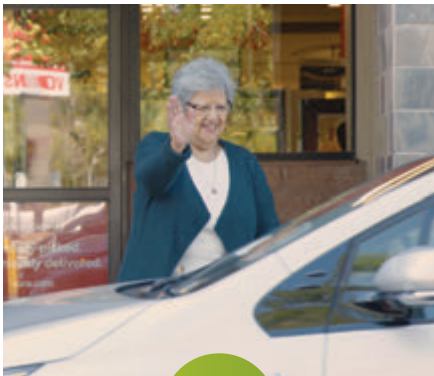


Oversight to Ensure Accountability

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.

Contact Brenda Veenendaal with Fresno COG at brendav@fresnocog.org for applications or call her at **(559) 233-4148 ext. 219**.



Savings for our Seniors

FCTA believes that everyone should have access to safe and reliable transportation – and the Measure C 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, Uber or Lyft. This year, there were 363 new program participants, and a total of 6,052 senior users, with 1,226 seniors using the program on a regular basis. These riders purchased 3,724 rides, a program value of \$357,639.

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



LITTER ABATEMENT

In April of 2018, FCTA approved an amendment to the Measure C Expenditure Plan that would implement a pilot program to provide matching funds on a one-for-one basis to a Caltrans grant for increased litter abatement activities. Half of the matching funds would come from Measure C and half would come from participating Fresno County local agencies. Up to \$125,000 in Measure C funds were made available for the Litter Abatement Program.

In August of 2019, agreements were approved with the cities of Fresno and Fowler for these litter abatement funds. Fowler has yet to start their program, but the City of Fresno has begun using these funds to increase litter abatement along the freeway corridors within

the city. Since its initiation, the City has removed over 42 tons of trash from alongside the urban freeways. That works out to over 5,600 bags of trash weighing an average of 16 pounds each.

Unfortunately, this program was significantly impacted by the COVID-19 outbreak. Although City efforts have continued, the number of homeless people living within or along the state highway system has significantly increased, which has resulted in higher-than-normal levels of litter.

While the homeless situation has compounded the litter problem, it is not the only cause. Litter has been an ongoing concern throughout Fresno County. While residents are proud of our Valley



communities, each of us needs to take some personal responsibility for how our highways look. Remember, the window to your car isn't the proper way to dispose of trash – and the trash you put in the bed of your pickup didn't just mysteriously disappear. If we all do our part to prevent litter, efforts like the Measure C enhanced Litter Abatement Program can make a real difference along our highways.

FLYING ON SUNSHINE

Sustainable Aviation Program Achieves A Major Milestone



The Sustainable Aviation Program, along with partner Beam Global, conducted the world's first Flying on Sunshine™ flight in a Pipistrel production electric aircraft, powered completely by Beam's EV ARC™ solar-powered charging unit, which delivers off-grid, sustainably generated, locally stored energy. Beam Global had been working on adapting their EV ARC™ to charge electric aircraft, in addition to electric cars, vans, and motorcycles. The Sustainable Aviation program,

based in the Central Valley, provided the test pilot and electric plane.

The world's first flight took place at Reedley Municipal Airport in Fresno County on October 29, 2020, with local officials present, and pilot, Joseph Oldham, at the controls.

“The electrification of transportation is taking to the skies, powered by Beam Global. With 40% of greenhouse gas emissions coming from transportation in California, it's imperative to push the envelope in every form of mobility,” said Beam Global CEO, Desmond Wheatley.

The Fresno County Transportation Authority (FCTA) New Technology Program awarded \$1,071,348 to the Sustainable Aviation Project as seed money to CALSTART and the Cities of Mendota and Reedley to assist in purchasing four electric airplanes in 2018 and begin teaching students to become pilots in Fresno County.

The Reedley flight was a major milestone in the program, setting the stage for a larger and more visible test flight in the Spring of 2021. Oldham plans to fly one of the Velis aircraft to Sacramento, with stops to charge the aircraft at strategic locations across the Valley, proving that sustainable air transportation is possible for short commutes.

The Sustainable Aviation program was also responsible for bringing flight simulation to the Valley. Boeing donated five flight simulation units that are currently placed in rural schools to expose young students to the aircraft industry and potential jobs as pilots.

“The FCTA is excited to see state-of-the-art opportunities available to our students in solar and electric power that will move us forward for future generations,” said Supervisor Buddy Mendes, FCTA Chair.

ACTIVE Transportation

Active Transportation facilities are a critical element of any transportation system and bring with them quality of life benefits that far exceed their cost. Measure C continues to provide substantial funding for walking and biking facilities within Fresno County. Approximately 4.5% (\$3.7M) of Measure C annual revenues are dedicated toward active transportation facilities. Measure C has funded, or has helped fund, a long list of pedestrian and bicycle facilities within Fresno County. In addition, the Measure C Expenditure Plan requires that all agencies that receive Measure C funding must include roadway shoulders wide enough for bicycle usage on all roads and highways constructed using Measure C funding.

Measure C also provides funding to Fresno County and its 15 cities for Americans with Disabilities Act (ADA) improvements. Half a percent (.5%), or about \$350,000 per year of the Local Program allocations given to each agency, must be spent on ADA improvements. Further, all transportation projects funded by Measure C must comply with all current ADA requirements.



Blackstone & McKinley Development

TRANSIT ORIENTED Development

MEASURE C ENABLES TRANSIT-ORIENTED DEVELOPMENT PROJECT TO BREAK GROUND ON BLACKSTONE AVENUE SOUTH OF MCKINLEY AVENUE

The Blackstone & McKinley Transit Oriented Development (TOD) is an affordable housing, mixed-use development with 88 one-, two-, and three-bedroom apartments, an 1,800 square foot senior center dedicated to the City of Fresno, and a 7,500 square foot medical clinic. The project is located on the west side of Blackstone Avenue at Home Avenue, just south of the BNSF railroad and across the street from Fresno City College. A groundbreaking ceremony was held on February 26, 2020 and construction is well underway on this exciting project along the Blackstone Avenue Bus Rapid Transit corridor. Measure C TOD program funding in the amount of \$478,000 was authorized by the FCTA Board to reconstruct Home Avenue and to bury the existing overhead utilities along the Home Avenue frontage of the project. This TOD mixed-use project has also received State Affordable Housing and Sustainable Communities (AHSC) program funding, which will provide for pedestrian-scale street lighting, wider sidewalks, drought-tolerant landscaping, and over three miles of Class IV protected bicycle lanes in the project vicinity. The on-site work is scheduled for completion in the Summer of 2021, with the numerous active transportation improvements to be constructed in phases from 2021 through 2022.

The Blackstone & McKinley Grade Separation project highlighted elsewhere in this Annual Report will also help provide safe access to this new development and the surrounding areas.

URBAN & 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 County Council of Governments, as well as the various agencies tasked with delivery of these projects.

We are two thirds of the way through the Measure C Extension and we have made significant progress towards completing these priority projects. To date, five Urban and seven Rural projects are complete, seven Urban projects have some project phases built with others 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.

Academy Avenue, Sanger

1. COUNTY OF FRESNO

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

2. CITY OF CLOVIS

PROJECT	LOCATION	
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)	\$16.777M

3. CITY OF FIREBAUGH

PROJECT	LOCATION	
A. Original Measure Rural Project	SR33 (8th to 15th Street Improvements)	\$2M

4. CITY OF FRESNO

PROJECT	LOCATION	
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)	\$388,000
K. Urban Project I3	Peach Ave Widening (SR 180 to Butler)	\$7.525M -*
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)	\$1.487M
R. Urban Project N1	Veterans Blvd/SR99 Interchange and Grade Sep.	\$29.56M Extension RTMF

5. CITY OF MENDOTA

PROJECT	LOCATION	
A. Original Measure Rural Project	SR33 (Bass/Belmont Intersection)	\$4M

6. CITY OF PARLIER

PROJECT	LOCATION	
A. Rural Project J	Academy Avenue (Manning Ave to Industrial Park)	\$1.948M -*

7. CITY OF SANGER

PROJECT	LOCATION	
A. Original Measure Rural Project	Academy Avenue (11th Ave to North Ave)	\$5.435M

8. COUNCIL OF GOVERNMENTS

PROJECT	LOCATION	
A. Rural Project F	Golden State Corridor (American Ave to Tulare Co. Line)	\$5.709M

10. CALTRANS

PROJECT	LOCATION	
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 B	SR180 West Landscaping	\$603,000
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)	\$53.024M (\$5.891M Original Measure; \$8.844M Extension & \$38.289M Extension RTMF) -*
G. Rural Project G	SR269 Bridge @ SR198	\$1.2M Original Measure
H. Rural Project H	SR180 West (Route 33 to I5 Connection)	\$300,000
I. Urban Project J	SR41 (Tulare to "O" St.)	\$5.350M -†
J. Rural Project K	SR99/American Avenue Interchange	\$1.850M Original Measure
K. Urban Project M	SR99 (Cedar/North Interchange)	\$265,000

*Project Completed



VETERANS Boulevard



As critical infrastructure, the Veterans Boulevard project has continued to move forward throughout the COVID-19 pandemic. During this unparalleled time, the project team has pressed forward with construction to deliver promised connectivity for northwest Fresno and regional neighbors. The project includes a six-lane arterial roadway extending from Herndon Avenue to Shaw Avenue, a new interchange at State Route 99, grade separations over the Union Pacific Railroad/ California High-Speed Rail tracks and a realigned Golden State Boulevard, trail facilities, bike lanes, and roadway connections to the interchange.

Measure C funding has catalyzed the project, investing in design and right-of-way acquisition phases and providing nearly 40% of all construction funding. Measure C dollars have also been multiplied. In the last year alone, over \$12 million in grant funding was secured from the federal Better Utilizing Infrastructure to Leverage Development (BUILD) program, and the state Local Partnership Program (LPP). These awards bridged the remaining funding gap, allowing construction to move forward. Without the investment of Measure C revenue, the City would not have met eligibility criteria to secure additional grant funds.

In September 2019, the City of Fresno, FCTA and the California High Speed Rail Authority, celebrated the opening of the Bullard Avenue Extension, the first phase of the Veterans Boulevard Project. Construction has been underway on the grade separation over the existing Union Pacific Railroad and future High-Speed Rail corridors since May of 2020 and is expected to be open to traffic by the end of 2021. The Veterans Boulevard roadway extension from Shaw Avenue to Barstow Avenue began construction in November of 2020.

Looking ahead, the Veterans Boulevard Interchange is scheduled to begin construction in mid-2021. This will be followed by construction of the northern roadway extension from Bullard Avenue to Herndon Avenue in 2022. Building on this momentum, the project team will continue working to keep the Measure C promises of improved mobility and connectivity for people and goods, as well as enhanced safety and reduced traffic congestion.



BNSF Grade Separation Zone



BNSF BYPASS

An exciting and transformative project was launched in April 2020, with the launch of a railroad grade separation project at the Blackstone and McKinley Avenues BNSF railroad crossings.

When the 2006 Measure C Expenditure Plan was adopted it included funding for rail consolidation within the City of Fresno. The program was intended to provide seed money for a project to move the BNSF Railroad from its alignment through town over to the UPRR railroad alignment, which is generally west of town. The goal of the project was to reduce congestion, improve safety, and improve air quality. Because this program was reliant on significant additional unsecured funding, it contained provisions for an alternative use of the funding should consolidation prove infeasible.

The Expenditure Plan required that if consolidation was proven infeasible, the funding was to be applied to Railroad Grade separations that “coordinate with transit improvements, and provide the greatest amount of congestion relief and air quality benefit”.

In April of 2020, the FCTA Board made the determination that rail consolidation was infeasible, primarily due to its high cost, in excess of \$500 million, and the difficulty of expanding the UPRR right of way due to HSR’s adjacent alignment. At the same time, The Board authorized the City of Fresno to proceed with developing a project

to grade separate Blackstone and McKinley Avenues from the BNSF railroad near Fresno City College. The Board authorized \$6,000,000 to complete environmental clearance and design for this high priority project.

Blackstone and McKinley provide vital connections to downtown Fresno as well as Fresno City College. One of Fresno’s Bus Rapid Transit lines runs along Blackstone Avenue providing access for central Fresno residents to other parts of the City. A new affordable housing project located on the southwest corner of Blackstone and McKinley will also be served by this Bus Rapid Transit line, and overall safety for the area will be greatly improved.

The current concept is to depress Blackstone and McKinley to go under the BNSF line, much as was done at Shaw and Marks Avenues nearly 20 years ago. The City is expecting to complete the environmental process by Summer of 2021 with concept design and right of way acquisition to immediately follow, and begin utility relocations by 2022. The City will be looking at options to accelerate the construction phase to minimize impacts to local residents and traffic along the corridor.

The project is expected to cost approximately \$80 million and take about five years with a projected opening in 2026. The City and FCTA will be exploring opportunities to obtain additional project funding which would allow the Measure C funding to be allocated to the next priority grade separation project.

This project demonstrates FCTA’s and the City’s commitment to investing in transportation that serves the city core and illustrates yet another Measure C “Promises Made – Promises Kept.”

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) in order 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.

The Mitigation Fee Act requires that the impact fees be reviewed and updated every five years in order to continue collection of RTMF. The second update took effect as of

January 1, 2020 which resulted in a revised fee structure. Fresno County still continues to have 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 Measure C Expenditure Plan in the urban and rural areas. To date, the RTMF has collected close to \$39 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 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.

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	\$4,440,123.00
Single-Family Dwelling (Affordable)	\$11,367.00
Multi-Family Dwelling	\$2,183,612.00
Multi-Family Dwelling (Affordable)	\$113,340.00
Non-Profit Education	\$0.00
Government	\$0.00
Commercial/Retail	\$612,590.97
Commercial/Office/Service	\$542,917.46
Light Industrial	\$19,336.24
Heavy Industrial	\$175,800.77
Other Non-Residential	\$188.16

Fees Collected FY 2019/2020 **\$8,099,275.60**

Adjustment to FY 17/18 Bonadelle Homes Refund	-\$926.49
Developer Fee Interest	\$28,789.90

Total of Transfers for FY 2019/2020 **\$8,127,139.01**

FY 2019/2020 Receipt and Use:

Beginning Balance as of 6/30/2019 includes Interest Earned	-\$67,460,276.89
Total of Transfers for FY 2019/2020	\$8,127,139.01
Interest Earnings for FY 2019/2020	\$104,495.21

Total Available **-\$59,228,642.67**

Total Administrative & Legal Related Expenditures for FY 2019/2020	\$20,221.15
Total Interest Expenditures for Measure C/RTMF Loan	\$1,309,233.00
Total Project Related Expenditures for FY 2019/2020	\$871,136.07
<i>\$238,628 (Loan from Ext.) + \$632,508 (Loan From Old Meas.) = \$871,136</i>	

Ending Fund Balance **-\$61,429,232.89**

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 19/20
Urban Tier 1 NI	Veterans Blvd. - SR 99 Interchange - Design & Right of Way associated with connection improvement & Grade Separation at UPRR/ Golden State.	\$318,878
Urban Tier 1 C	SR 180 / 41 / 168 - Braided Ramps Design & Landscaping Construction	\$186,657
Rural Tier 1 C	SR180 East - Academy to Smith - Right of Way refund associated with widening of State Route 180 East from Academy to Smith to a 4-Lane Expressway on 4-Lane right-of-way.	\$42,271
Rural Tier 1 D	SR180 East - Smith to Frankwood - Right of Way & Construction associated with widening of State Route 180 East from Smith to Frankwood to a 4-Lane Expressway on 4-Lane right-of-way.	\$318,330

*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.



Citizen Oversight Committee

Annual Report for Fiscal Year 2019-2020

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 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) normally meets the second Thursday of the month from 5:00-7:00 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 2019-2020 PERFORMANCE

The COC met six times during fiscal year July 1, 2019 thru June 30, 2020 to carry out the following; accept, review, evaluate, recommend, receive and monitor the following Measure C plans and expenditures:

Accept, review, evaluate, recommend, receive and monitor the following Measure C plans and expenditures:

- Measure C Extension's operating budget for 2019-2020
- Measure C Regional Transportation Mitigation Fee budget for 2019-2020
- 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 EXTENSION OPERATING BUDGET 2019-2020

The proposed 2019-2020 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 \$920,000.00 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.

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 \$82,230,980.00 for fiscal 2019-2020. An added interest amount of \$3,800,000.00 resulted in a total operating budget of \$86,030,980.00. This revenue estimate reflects a conservative 3.75% increase from 2018-2019 actual revenues to date. The COC received the 2019-2020 operating budget information in July 2019.

REGIONAL TRANSPORTATION MITIGATION FEE OPERATING BUDGET 2019-2020

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 2019-2020 RTMF budget information in July 2019.

The proposed RTMF operating budget for 2019-2020 was estimated at \$12,595,791.00 and includes the following sources:

- Uncommitted RTMF Fund Balance \$4,580,791.00
 - Estimated RTMF Fee Revenue \$4,400,000.00
 - Estimated RTMF Interest Revenue \$83,600.00
 - Measure C - RTMF Loan Program \$3,531,400.00
- Total: \$12,595,791.00**

These funds are available, if needed, to pay costs as they come due for on-going contracts and will be added to the outstanding \$72,042,844.00 Measure C loan. This loan includes the total prior year's payback of \$19,359,159.00 to be amortized over the remaining life of the fee program. Combining all of the above listed resources in a total, \$12,595,791.00 is available to deliver the Fiscal Year 2019-2020 RTMF program. The 2019 RTMF Nexus Study Update was presented to the COC to assist committee members stay up-to-date with the RTMF process.

FRESNO COUNTY TRANSPORTATION AUTHORITY (FCTA) BOARD RESOLUTION NO. 2019-01

Using the revenue estimate provided by the Fresno County Auditor-Controller/Treasurer-Tax Collector, the Fresno County Transportation Authority (FCTA) shall, each year, prepare an annual resolution of allocation/apportionment. The resolution includes a table which identifies each city's and county's total street mileage, estimated population within each jurisdiction and final estimated funding allocation. Following the adoption of this resolution, the Fresno County Transportation Authority shall notify each local agency in writing of its funding.

FCTA BUDGET AND EXPENDITURE REPORTS FOR FISCAL 2019-2020

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

Citizen Oversight Committee



Annual Report for Fiscal Year 2019-2020 *(continued)*

MEASURE C NEW TECHNOLOGY RESERVE GRANT PROGRAM - FISCAL YEAR 2019-2020 GRANT APPLICATIONS

Fresno COG receives the Measure C applications annually for new technology funding initiatives. The grant scoring committee, Multidisciplinary Advisory Group (MAG), meet to interview the applicants and discuss the applications. The committee recommends funding of projects to Fresno COG. A member of the Measure C COC 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

TRANSIT ORIENTED DEVELOPMENT SUB-PROGRAM CYCLE VI FUNDING

The Measure C TOD Sub-Program was created to help facilitate land use changes to accommodate high-density, compact housing units and mixed-use developments that increase the demand for transit services. This sub-program receives 1.2% of Measure C's revenue per year over the life of the Measure C Extension. TOD funding is approved by the Fresno County Transportation Authority Board. More information can be found at <https://www.fresnocog.org/measure-c-transit-oriented-development>.

REGIONAL TRANSPORTATION PLANNING (RTP)

Measure C COC representative has been elected to sit on Fresno COG's RTP Roundtable. RTP projects feed into the Measure C Expenditure plan.

MEASURE C FUNDED PROJECTS

The Measure C COC received video status reports for Rural Project G - State Route 269 Bridge in the city of Huron and Urban Project D - Willow Avenue Widening in the City of Clovis. Report URLs: <https://measurec.com/sr269-bridge/> and <https://measurec.com/willow-ave-widening/>.

MEASURE C FINANCE & AUDITS

The FCTA retained the accounting firm Dedekian, George, Small and Markarian to perform the fiscal year 2019-2020 audit of finances. The firm completed the analysis and submitted a final report to the Measure C COC. In summary, the firm 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 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. As costs continue to increase for maintenance and development, our future needs do not diminish in scale.

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 Veenendaal, Staff to the COC
2035 Tulare Street, Suite 201
Fresno, CA 93721
559-233-4148, ext. 219
brendav@fresnocog.org

www.fresnocog.org
www.measurec.com

A handwritten signature in black ink, appearing to read "Sal Petrucci".

Sal Petrucci, *Chairman*
Measure C Citizen Oversight Committee



Citizen Oversight Committee

Current Measure C Citizen Oversight Committee

PUBLIC-AT-LARGE APPOINTEES

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

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

DESTINY RODRIGUEZ, Community Relations for the Center for Climate Protection

RONALD DRESSLER, retired from positions in the construction industry

JAMES HUNTER, International Business Specialist for Knowledge Solutions Group

COMMUNITY ORGANIZATION APPOINTEES

GAIL MILLER represents WE-Women Empowerment

BILL JORDAN represents the League of Women Voters

ROBERT ALLEN represents the Selma District Chamber of Commerce

JENNIFER HARTWIG represents the Fresno County Farm Bureau

KEVIN HAMILTON represents the Central California Asthma Collaborative

2019-2020 Measure C Citizen Oversight Committee

FISCAL YEAR JULY 2019 - JUNE 2020

PUBLIC-AT-LARGE APPOINTEES

LEE DELAP, retired Cal Fire employee (CHAIR)

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

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

DESTINY RODRIGUEZ, Community Relations for the Center for Climate Protection

RONALD DRESSLER, retired from positions in the construction industry

JIM HUNTER, Senior Managing Consultant (semi-retired) for Knowledge Solutions Group

COMMUNITY ORGANIZATION APPOINTEES

ROBERT ALLEN represents the Selma District Chamber of Commerce

WILLIAM JORDAN represents the League of Women Voters

KEVIN HAMILTON represents the Central California Asthma Collaborative (CCAC)

JENNIFER HARTWIG represents the Fresno County Farm Bureau

GAIL MILLER represents WE - Women Empowerment

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 38 years. Buddy is honored to have been elected to serve as the Supervisor representing District 4, which encompasses 9 cities and 9 unincorporated communities from Orange Cove to the east and Coalinga to the west. He is excited and committed to work on behalf of the citizens of Fresno County to improve education, transportation, strengthen public safety services, and create jobs.



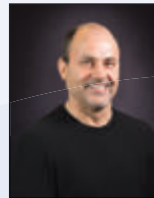
DAVID T. CARDENAS

David Cardenas and his wife, Anna, have lived in and operated a successful local business in the Fowler community for over 36 years. They have three grown children and are also proud grandparents of three. David has served as the Mayor of the City of Fowler for the past 10 years, and as a member of the Fowler City Council for the past 18 years. He currently serves as Chairman of the Fresno County Council of Governments Policy Board, a Board member of the Consolidated Mosquito Abatement District, and is the Chairman of the S. K. F. Sanitation District Board. Throughout the years, David has served on several committees and boards for various public agencies and organizations, including the South San Joaquin Valley Division of the League of California Cities, and the Five Cities Economic Development Authority. For decades, he has volunteered in civic activities for the betterment of his community, including the Fowler Lions Club and Fowler Knights of Columbus, of which he is a founding member.



LYNNE ASHBECK

Lynne Ashbeck is the Senior Vice President, Community Engagement and Population Wellness for Valley Children's Hospital. A respected civic leader, Lynne is currently serving her fifth term on the Clovis City Council. Lynne served as a Co-Chair of the Measure C Reauthorizing Committee that represented 24-community stakeholders to create the 2006 Measure C Expenditure Plan. Lynne is an adjunct professor at Fresno Pacific University, teaching conflict resolution courses in both the undergraduate healthcare administration and graduate leadership programs. She also served as a senior mediator/facilitator with the Center for Collaborative Policy, California State University, Sacramento. 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.



AMARPREET "RUBY" DHALIWAL

Ruby Dhaliwal was born and raised in Punjab, India. In 1983, at the age of 20, he immigrated to California where he completed a B.S. in Business Administration from Fresno State University. He has owned and operated businesses in the City of San Joaquin for over 18 years. In 2000, Ruby was elected to serve as a councilman on the San Joaquin City Council and is currently the City's Mayor Pro Tempore. Ruby serves on various boards throughout the Valley. He is a past Chairman of the Fresno Council of Governments Policy Board, Vice-Chairman of the San Joaquin Valley Policy Council which covers eight counties. He also serves on the League of California Environment Policy Committee and the San Joaquin Valley Air Pollution Control District boards, and was appointed by Governor Brown to serve on the San Joaquin Valley Partnership for Economic Development.



LEE BRAND

Lee Brand is the 25th Mayor of the City of Fresno, sworn into office on January 3, 2017. Lee was born and raised in Fresno, attended local schools, graduated from Fresno State University and completed his education at USC with a Master's Degree in Public Administration. He has served as Council President, Chairman of the Redevelopment Agency and as a Commissioner on the Fresno City Planning Commission. During his eight years representing District 6 on the City Council, Lee authored and successfully passed over twenty legislative initiatives which regulate fiscal responsibility, accountability, and transparency, in addition to such initiatives as the Reserve Management Act, the Better Business Act, and City Debt Management Policies.



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.



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 CAPRIOGLIO

Paul Caprioglio is a life-long resident of Fresno and has lived with his wife Rhonda and family for over 40 years in the district that he serves. After graduating from Roosevelt High School, he attended Fresno City College and then went on to earn a B.A. in Political Science from California State University, Fresno. He then decided to continue his education, earning his Juris Doctorate from the University of Pacific's McGeorge School of Law. Councilmember Caprioglio served as Council President in 2016 and 2020. Paul strives to provide excellent constituent service for District 4, and remains committed to the betterment of the district as well as the community city-wide.

1. Regional Public Transit Program

FY 2019-20 REVENUE TOTALS
TO DATE WITH INTEREST

2007-27 TOTALS TO
DATE WITH INTEREST

PUBLIC TRANSIT AGENCIES - TOTAL 19.66%		\$15,154,656.07	\$161,859,990.24
Fresno Area Express (FAX)	13.70%	10,559,689.66	112,788,543.83
Clovis Transit	1.97%	1,519,553.14	16,219,844.27
Fresno County Rural Transit Agency (FCRTA)	3.99%	3,075,413.27	32,851,602.14
PUBLIC TRANSPORTATION INFRASTRUCTURE STUDY (PTIS) / TRANSIT CONSOLIDATION - TOTAL 0.29%		\$224,603.31	\$2,400,482.69
Public Transportation Infrastructure Study (PTIS) / Transit Consolidation	0.29%		
ADA / SENIORS / PARATRANSIT - TOTAL 0.79%		\$608,976.70	\$6,509,244.22
Fresno COG	100.00%		
FARMWORKER / CAR / VANPOOLS - TOTAL 1.16%		\$894,193.61	\$9,557,877.86
Farmworker Vanpools	0.58%	447,096.81	4,778,938.92
Car / Vanpools	0.58%	447,096.80	4,778,938.94
NEW TECHNOLOGY RESERVE - TOTAL 2.10%		\$1,855,879.96	\$18,923,175.28
New Technology Reserve	2.10%		

2. Local Transportation Program

LOCAL ALLOCATION - TOTAL 34.6%		\$23,595,832.00	\$251,989,900.10
Street Maintenance - 15.30%		\$11,797,558.73	\$125,992,594.59
Clovis	10.05%	1,155,986.47	11,418,188.59
Coalinga	1.52%	217,271.82	2,395,335.54
Firebaugh	0.68%	125,298.33	1,413,313.49
Fowler	0.62%	118,428.24	1,334,339.77
Fresno	45.73%	5,076,920.27	54,473,332.21
Huron	0.59%	114,945.18	1,336,022.39
Kerman	1.33%	196,315.28	2,074,866.20
Kingsburg	1.19%	180,565.10	1,922,748.71
Mendota	1.00%	159,828.07	1,848,995.15
Orange Cove	0.87%	145,630.73	1,631,588.85
Parlier	1.30%	193,883.75	2,094,220.05
Reedley	2.31%	304,204.05	3,263,922.21
San Joaquin	0.36%	90,358.59	1,108,752.66
Sanger	2.37%	311,206.35	3,234,503.39
Selma	2.17%	288,571.52	3,177,612.77
County of Fresno	27.90%	3,118,144.98	33,264,852.61
ADA Compliance - 0.50%		390,063.63	4,160,983.08
Clovis	10.05%	38,163.14	376,517.22
Coalinga	1.52%	7,257.04	80,042.29
Firebaugh	0.68%	4,229.60	47,779.37
Fowler	0.62%	4,002.90	45,171.19
Fresno	45.73%	167,247.38	1,791,073.83
Huron	0.59%	3,888.73	45,236.57
Kerman	1.33%	6,567.11	69,515.47
Kingsburg	1.19%	6,048.59	64,516.84
Mendota	1.00%	5,366.38	62,092.26
Orange Cove	0.87%	4,898.43	54,949.58
Parlier	1.30%	6,488.01	70,151.07
Reedley	2.31%	10,119.73	108,580.99
San Joaquin	0.36%	<i>Flex</i> 3,067.70	<i>Flex</i> 37,740.53
Sanger	2.37%	10,350.25	107,618.06
Selma	2.17%	9,605.07	105,743.78
County of Fresno	27.90%	102,763.57	1,094,254.03
Flexible Funding - 14.80%		11,408,209.63	121,836,322.43
Clovis	10.05%	1,117,823.35	11,041,671.41
Coalinga	1.52%	210,089.77	2,316,127.29
Firebaugh	0.68%	121,121.60	1,365,771.53
Fowler	0.62%	114,479.59	1,289,542.37
Fresno	45.73%	4,909,672.92	52,682,261.86
Huron	0.59%	111,102.40	1,290,949.41
Kerman	1.33%	189,814.15	2,005,706.17
Kingsburg	1.19%	174,615.84	1,858,963.70
Mendota	1.00%	154,539.11	1,787,210.79
Orange Cove	0.87%	140,794.35	1,576,959.61
Parlier	1.30%	187,547.16	2,024,498.41
Reedley	2.31%	294,084.31	3,155,438.57
San Joaquin	0.36%	87,317.75	1,071,115.30
Sanger	2.37%	300,856.08	3,127,264.00
Selma	2.17%	278,969.87	3,072,242.45
County of Fresno	27.90%	3,015,381.38	32,170,599.56

		FY 2019-20 REVENUE TOTALS TO DATE WITH INTEREST	2007-27 TOTALS TO DATE WITH INTEREST
PEDESTRIAN / TRAILS - TOTAL 3.10%		\$2,393,447.57	\$25,534,161.14
Urban (Clovis & Fresno Spheres of Influence) - 2.15%		1,661,270.00	17,712,588.72
Clovis		277,669.64	2,772,353.92
Fresno		1,276,539.85	13,776,988.58
County of Fresno		107,060.51	1,163,246.22
Rural - 0.95%		732,177.58	7,821,572.42
Coalinga		<i>Flex</i> 40,285.08	<i>Flex</i> 442,085.60
Firebaugh		<i>Flex</i> 18,613.54	<i>Flex</i> 194,479.80
Fowler		<i>Flex</i> 15,118.35	<i>Flex</i> 149,931.10
Huron		<i>Flex</i> 16,727.47	<i>Flex</i> 182,135.39
Kerman		<i>Flex</i> 35,466.91	<i>Flex</i> 364,713.13
Kingsburg		<i>Flex</i> 28,364.38	<i>Flex</i> 299,472.99
Mendota		<i>Flex</i> 28,188.12	<i>Flex</i> 282,094.22
Orange Cove		<i>Flex</i> 22,832.04	<i>Flex</i> 248,059.32
Parlier		<i>Flex</i> 36,968.44	<i>Flex</i> 375,434.80
Reedley		61,171.31	650,497.80
San Joaquin		<i>Flex</i> 9,650.12	<i>Flex</i> 103,810.60
Sanger		62,153.12	648,782.80
Selma		57,450.05	611,282.82
County of Fresno		299,188.65	3,268,792.05

BICYCLE FACILITIES - TOTAL 0.90%		\$693,806.13	\$7,410,388.05
Clovis	10.05%	69,798.63	689,072.36
Coalinga	1.52%	<i>Flex</i> 10,538.38	<i>Flex</i> 112,909.49
Firebaugh	0.68%	<i>Flex</i> 4,726.69	<i>Flex</i> 50,223.48
Fowler	0.62%	<i>Flex</i> 4,309.77	<i>Flex</i> 45,260.94
Fresno	45.73%	317,234.48	3,441,041.28
Huron	0.59%	<i>Flex</i> 4,074.55	<i>Flex</i> 45,375.76
Kerman	1.33%	<i>Flex</i> 9,217.78	<i>Flex</i> 92,459.89
Kingsburg	1.19%	<i>Flex</i> 8,225.33	<i>Flex</i> 82,761.28
Mendota	1.00%	<i>Flex</i> 6,901.50	<i>Flex</i> 78,082.94
Orange Cove	0.87%	<i>Flex</i> 6,019.61	<i>Flex</i> 64,238.71
Parlier	1.30%	<i>Flex</i> 9,028.73	<i>Flex</i> 93,695.98
Reedley	2.31%	16,030.41	168,541.67
San Joaquin	0.36%	<i>Flex</i> 2,525.96	<i>Flex</i> 30,862.48
Sanger	2.37%	16,472.41	166,507.50
Selma	2.17%	15,042.91	162,980.29
County of Fresno	27.90%	193,658.99	2,086,374.00

3. Regional Transportation Program

REGIONAL TRANSPORTATION PROGRAM - TOTAL 30.40%		\$25,515,784.46	\$264,626,376.01
Urban	14.70%	12,496,765.06	128,365,150.93
Rural	14.70%	12,248,239.18	128,028,476.62
Fresno Airports - City of Fresno	1.00%	770,780.22	8,232,748.46

4. Alternative Transportation Program

ALTERNATIVE TRANSPORTATION PROGRAM - TOTAL 6%		\$5,387,481.39	\$53,803,138.12
Rail Consolidation	6.00%		

5. Environmental Enhancement Program

ENVIRONMENTAL ENHANCEMENT PROGRAM - TOTAL 3.50%		\$2,837,470.39	\$30,024,576.49
School Bus Replacement	2.30%	1,840,230.48	19,549,288.02
Transit Oriented Infrastructure for Infill	1.20%	997,239.91	10,475,288.47

6. Administration / Planning Program

ADMINISTRATION / PLANNING PROGRAM - TOTAL 1.5 %		\$2,026,855.78	\$ 21,212,364.88
Fresno County Transportation Authority (FCTA) - Administration	1.00%	844,147.73	8,705,290.80
FCTA - Services and Supplies		797,279.75	8,389,854.49
Fresno COG	0.50%	385,428.30	4,117,219.59

FCTA - Measure C 1/2% Sales Tax Deposit	TOTAL DEPOSIT	\$81,188,987.37	\$853,851,675.07
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Measure C Extension 2007-2027



2220 Tulare Street, Suite 2101
Fresno, CA 93721

TEL (559) 600-FCTA(3282)
FAX (559) 600-1499

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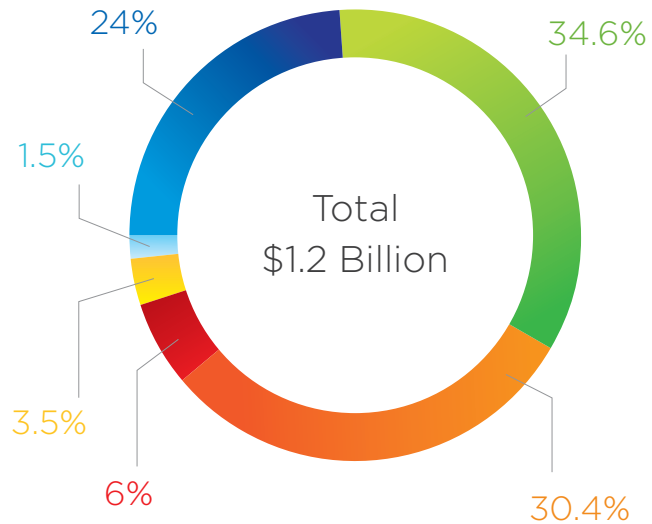
 /measurecfresnocounty

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.



> Regional Public

Transit Program - 24%

Expanding mass transit programs in order to get people out of their cars and improve air quality.

> Local Transportation Program - 34.6%

Maintaining and improving local streets and roads by paving streets and sidewalks, and repairing potholes.

> Regional Transportation Program - 30.4%

Improving freeway interchanges, adding lanes, increasing safety, and improving major commute corridors.

> Alternative

Transportation Program - 6%

Consolidating county rail lines.

> Environmental

Enhancement Program - 3.5%

Improving air quality and the environment through the School Bus Replacement Program and the Transit Oriented Infrastructure for In-Fill Development Program.

> Administration/Planning Program - 1.5%

Administering the programs provided to the FCTA and Fresno COG.



Willow Avenue Widening Project
Perrin to Copper, Clovis