



FINAL

6/22/06

**2006 Measure "C"
Extension Expenditure Plan**

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Approved by:

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

Adopted By:

Fresno County Transportation Authority	July 19, 2006
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78% Voter Approval on November 7, 2006

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Introduction

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

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

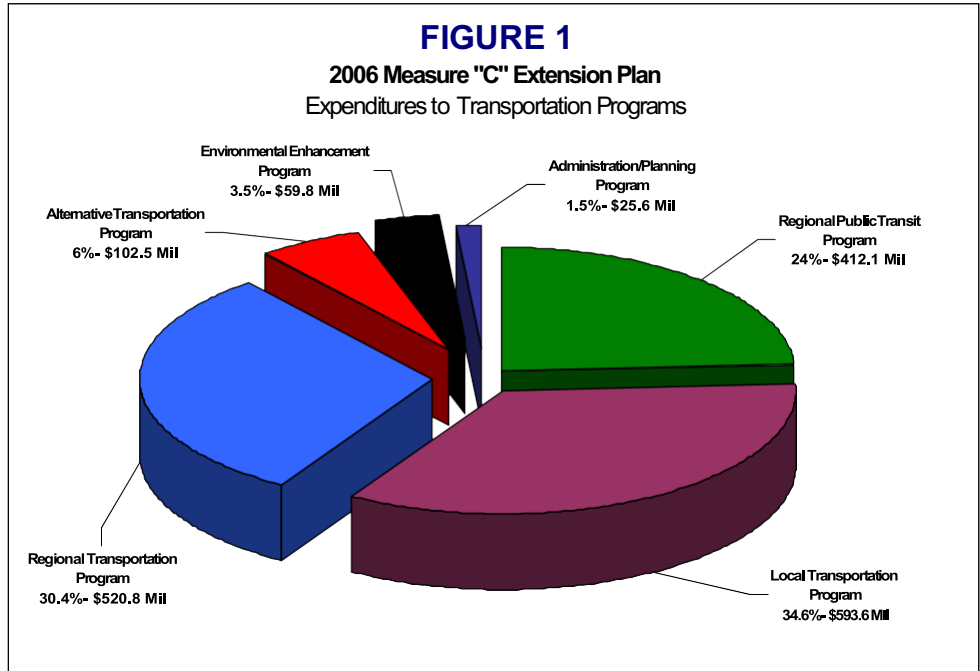
Fresno County's current Measure "C" Program, voter approved in 1986, expires in June 2007. This new Expenditure Plan, developed by a Steering Committee representing diverse community interests, will address major regional transportation needs in Fresno County through the Year 2027. The Steering Committee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

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

Overview-The Measure "C" Extension Program

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

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



Responding to Core Values

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

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

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

Meeting the needs of Fresno County residents requires leveraging State and federal investments with local resources. Even with a Measure "C" extension there will not be enough funding available to address the more than \$7.5 billion in transportation needs. The Measure "C" Extension will generate slightly more than \$1.7 billion over the next 20 years to address a portion of the need. Therefore leveraging additional federal and state dollars, beyond what the region expects, is critical.

Success of the Current Measure "C" Program

Many changes to the existing transportation system have occurred since voters first approved Measure "C" in 1986. New and improved regional and local streets and highways have been or will be constructed improving travel flow and reducing severe congestion. These improvements include:

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

The current Measure "C" program is widely viewed as one of the most important programs ever approved by voters in Fresno County because it provided the opportunity to compete successfully for additional State and federal transportation funding. The Fresno County Transportation Authority (Authority) and the Council of Fresno County Governments (Fresno COG) worked diligently to leverage additional dollars from Sacramento and Washington D.C. for every Measure "C" dollar generated locally under the current Measure "C" program. Responsibilities of the Authority and Fresno COG are provided in Appendix A. Extending Measure "C" will continue to provide local funds under local control, in order to leverage and direct additional state and federal funding to the County.

Annual Audit of Measure Programs

Current Measure "C" expenditures and accounts of the local agencies and the Authority are audited on an annual basis by an independent audit firm retained by the Authority. Over the past 18 years, audit results have indicated that the Measure "C" Program has been implemented, and proceeds expended, in accordance with the Measure "C" Expenditure Plan and enabling legislation. That practice will continue with this Measure "C" Extension Program. Appendix A also provides additional detail regarding the Measure "C" Extension audit process.

How the Plan was Developed

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

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

Members of the Steering Committee represented the interests of:

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

Expected Measure "C" Proceeds

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

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

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

Regional Priorities of the New Plan

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

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

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

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

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

- **\$337.1 million** (approximately 20%) is provided to the three (3) transit agencies within the County (Fresno Area Express, Clovis Transit, and the Fresno County Rural Transit Agency)
- The transit agencies would use the funds to address major new expansions of the express, local and feeder bus services including additional:
 - ▶ Routes
 - ▶ Buses (including low emission)
 - ▶ Night and weekend service
 - ▶ Bus shelters
 - ▶ Safer access to public transit services
- The transit agencies would also apply the Measure funds to provide:
 - ▶ "Free bus service" to seniors 65 and older
 - ▶ "Subsidized taxi script" to seniors (70 years or older) resulting in better service to people with special transportation needs and the growing aging population in Fresno County
- Another **\$75 million** (over 4%) is provided to:
 - ▶ Improve mobility for seniors and people with disabilities
 - ▶ Get farmworkers and commuters to their destinations safely, improve air quality, provide a cost-effective alternative to the single occupant vehicle, and address the social needs of the community through the Farmworker Van Pool program
 - ▶ Set-aside funds for new transit technologies such as Personal Rapid Transit (PRT) or a similar system
 - ▶ Fund Phase II of the Public Transportation Infrastructure Study (PTIS), which will look to the future and identify how Fresno County residents can take advantage of new technologies and advances in public transit and land use planning.
 - ▶ Finance a study to guide potential implementation of consolidated transit services within the County

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

1

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

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

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

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

2

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

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

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

The Plan authorizes major new projects to:

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

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

3

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

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

ALTERNATIVE TRANSPORTATION - \$102.5 million or 6%.

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

4

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

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

ENVIRONMENTAL ENHANCEMENT - \$59.8 million or 3.5%.

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

5

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

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

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

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

6

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

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

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

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

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

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

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

^{**2} Name of Funding Program to be determined.

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

Measure "C" Extension Plan Projects

Project Commitments – Regional Transportation Program

Urban and Rural Programs

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

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

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

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

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

Fresno Airports Program

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

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

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

TABLE 2 -- TIER 1 PROJECTS

MEASURE "C" EXTENSION EXPENDITURE PLAN

REGIONAL TRANSPORTATION FUNDING PROGRAM - URBAN TIER 1

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

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

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

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

TABLE 3 -- TIER 1 PROJECTS

MEASURE "C" EXTENSION EXPENDITURE PLAN

REGIONAL TRANSPORTATION FUNDING PROGRAM - RURAL TIER 1

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

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

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

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

TABLE 4 – TIER 2 PROJECTS
MEASURE "C" EXTENSION EXPENDITURE PLAN
REGIONAL TRANSPORTATION FUNDING PROGRAM - URBAN TIER 2

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

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

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

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

TABLE 5 -- TIER 2 PROJECTS
MEASURE "C" EXTENSION EXPENDITURE PLAN
REGIONAL TRANSPORTATION FUNDING PROGRAM - RURAL TIER 2

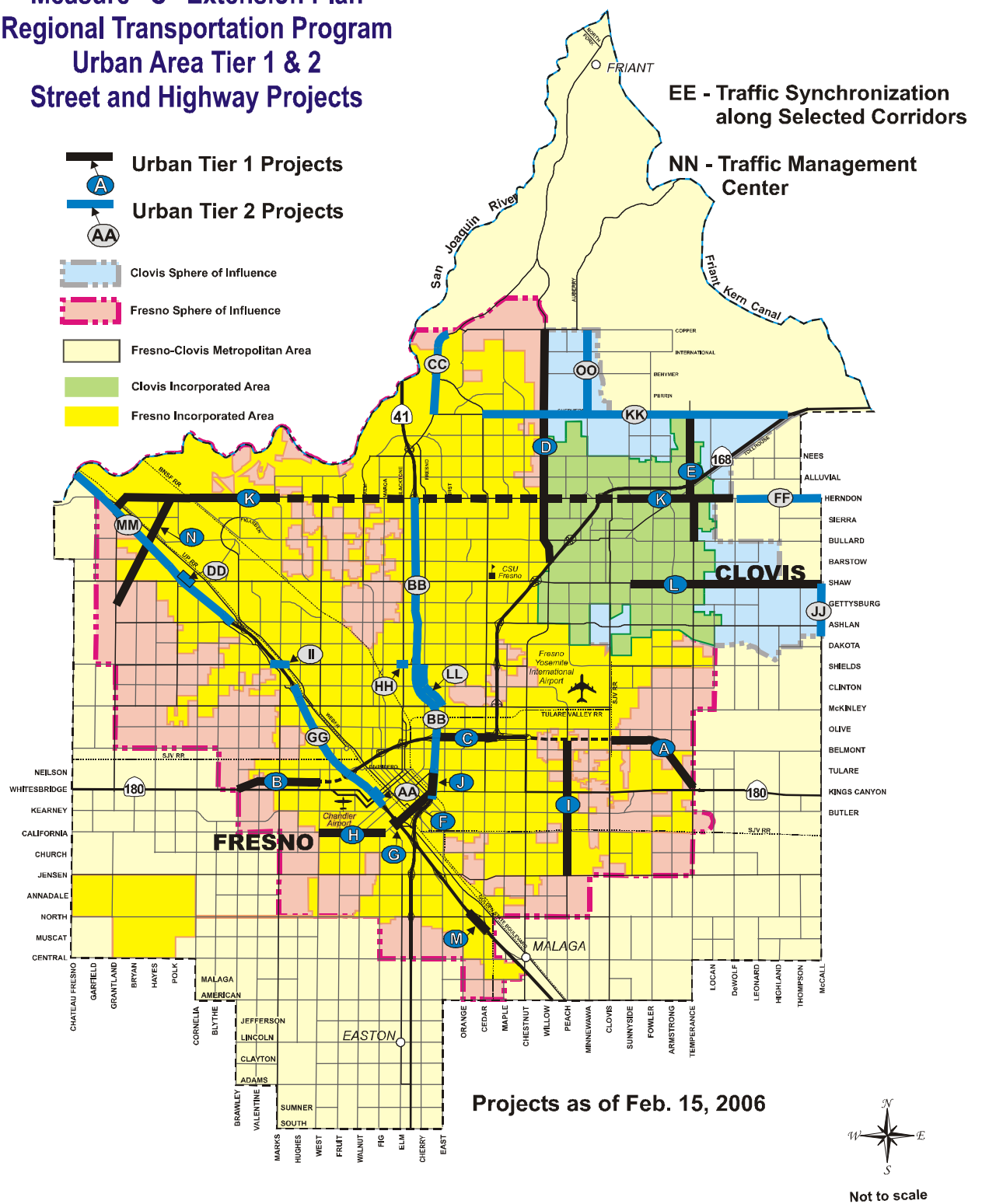
RURAL AREA PROJECTS ASSUMING ALLOCATION OF 50% OF REGIONAL TRANSPORTATION FUNDING PROGRAM FUNDS

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

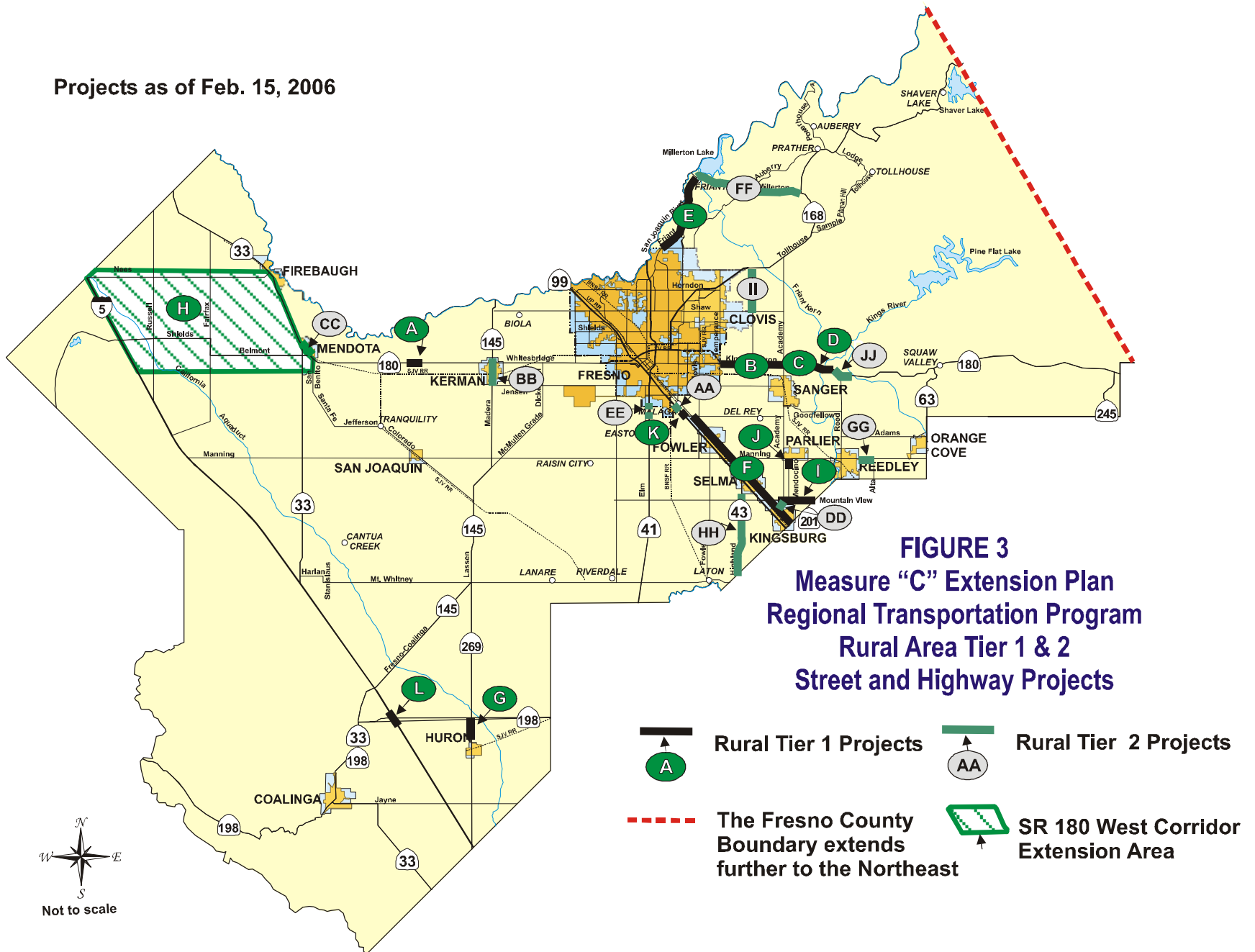
Project Identifier	Project Name	Project Limits	Project Description	Uninflated Costs	Inflated Costs ^{*1}	Cumulative Inflated Costs
Tier 2 Projects						
AA	SR 99	Interchange @ Central Chestnut	Interchange Improvements	\$ 24,984,851	\$ 47,141,229	\$ 528,358,890
BB	SR 145	Nielson to South of Kerman	Widen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

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

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



Projects as of Feb. 15, 2006



Project Commitments – Other Programs

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

For Further Information:

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



Council of Fresno County Governments (Fresno COG)

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Fresno, CA 93721

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

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

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



Fresno County Transportation Authority

2220 Tulare Street, Suite 411

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

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

Appendix A - Plan Administration

Governing Board and Organizational Structure

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

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

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

The new legislation changes the manner of appointment and expands by two the number of members on the Authority Board. The new Authority will be represented by nine (9) members including:

- Two (2) members of the board of supervisors appointed by the board, consisting of one (1) member from Rural district 1, 4, or 5 and one (1) member from Urban district 2 or 3
- Two (2) members representing the City of Fresno, consisting of the mayor thereof and a member of the city council of that city appointed by the city council
- One (1) member representing the City of Clovis appointed by the city council of that city
- Two (2) members representing the other cities within the county, consisting of one (1) Westside member appointed by a committee comprised of the mayor of each of those cities west of State Highway Route 99, and one (1) Eastside member appointed by a committee comprised of the mayors of each of those cities east of State Highway Route 99
- Two (2) members of the public at large, consisting of one member appointed by the board of supervisors with the appointee residing outside of the incorporated areas of Fresno and Clovis, and one member appointed jointly by the city councils of Fresno and Clovis with the appointee residing within the incorporated area of Fresno or Clovis

As with the current Measure "C" Program, the goal of the Authority and Fresno COG will be to continue to fulfill the **Promise of Measure "C"** by delivering projects.

Plan Update and Approval Process

In compliance with schedules mandated in federal and state law, Fresno COG regularly prepares a new long-range transportation plan that updates and renews a list of candidate projects for all

transportation modes (streets, highways, public transportation, bikeways, aviation, etc.). If funds are available for any projects beyond those now listed in this Expenditure Plan or Appendices, they will be drawn from that list. As stated before, all updates of the Expenditure Plan will be subject to public review and public hearings. While these candidate projects may change and priorities for funding may occur, there are more than enough project needs within the County to be addressed using all types of funding, including Measure "C". It will be vital during development of each Expenditure Plan Update to consider financing all transportation modes in order to ensure a balanced and efficient transportation system. All of the projects and programs included in this Expenditure Plan are considered essential to meet the transportation needs of Fresno County.

Council of Fresno County Governments (Fresno COG)

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

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

Fresno County Transportation Authority (Authority)

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

- The Authority reviews the Expenditure Plan as submitted by the Fresno COG Policy Board
- The Authority approves the Expenditure Plan
- Legislation does allow the Authority to make its own amendments to the Plan, but they must follow a set procedure: If the Authority proposes amendments to the Plan:
 - ▶ The Authority shall take all appropriate actions to give highest priority to the projects in the initial Expenditure Plan, and if any amendments delay or delete any project in the initial plan, the Authority shall hold a public hearing and adopt a resolution initiating the amendments
 - ▶ The Authority shall notify Fresno COG, the Board of Supervisors, and the city council of each city in the county and provide them with a copy of the proposed amendments
 - ▶ The amendment is then approved by the Board of Supervisors and then approved by a majority of the cities constituting a majority of the population residing in the incorporated areas of the County
 - ▶ The proposed amendments shall become effective immediately upon completion of the approval process

Council of Fresno County Governments

Independent Financial Audits

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

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

Appendix B – Implementing Guidelines: Regional Public Transit Program

Public Transit Agencies

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

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

City of Fresno

Primary Program

- ▶ Improve frequencies to every 15 minutes on the bus routes on the public transportation system in Fresno
- ▶ Enhance the delivery of paratransit to the disabled community consistent with federal and state law
- ▶ Install and integrate a regional automated farebox system to enhance transit coordination and seamless passenger travel between transit systems
- ▶ Complete fleet conversion to low emission buses
- ▶ Expansion of service areas to all riders, as Fresno's Sphere of Influence changes

Secondary Program

- ▶ Extend weekend service hours
- ▶ Enhance the delivery of paratransit services to the senior community
- ▶ Pursue other alternative mass public transportation options such as bus rapid transit, automated people movers, light rail, etc.
- ▶ Deploy other operational and infrastructure improvements such as "real time" bus arrival and departure information displays to provide better services to transit users

City of Clovis

Primary Program

- ▶ Improve frequencies to every 15 minutes on the bus routes on the public transportation system in Clovis
- ▶ Enhance the delivery of paratransit to the disabled community consistent with federal and state law
- ▶ Install and integrate a regional automated farebox system to enhance transit coordination and seamless passenger travel between transit systems
- ▶ Complete fleet conversion to low emission buses
- ▶ Expand service areas to all riders, as Clovis's Sphere of Influence changes

Secondary Program

- ▶ Extend weekend service hours
- ▶ Enhance the delivery of paratransit services to the senior community
- ▶ Pursue other alternative mass public transportation options such as bus rapid transit, automated people movers, light rail, etc.
- ▶ Deploy other operational and infrastructure improvements such as "real time" bus arrival and departure information displays to provide better services to transit users

Fresno County Rural Transit Agency

Primary Program

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

- ▶ Implement sub-regional Eastside and Westside transit terminal facilities with compressed natural gas and hydrogen refueling stations

▢ **Secondary Program**

- ▶ FCRTA's phased implementation will accomplish all the Primary Programs within the twenty year time frame of available funding resources

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

Seniors Fare Subsidy Earmark Programs

▢ **Primary Program**

▶ **Free General Public Transit Fare Program for Seniors 65 years of age and Older**

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

▢ **Secondary Program**

▶ **Taxi Script Program for Seniors 70 years of age and Older**

- ◆ Each of the three (3) transit agencies will commit to develop a *Taxi Script Program* for persons 70 years of age and older, who do not meet ADA eligibility requirements for access to paratransit services
- ◆ The program will be uniform between the three agencies and will provide for the purchase of a predetermined amount of script to be used for taxi service by those who are qualified to use the program
- ◆ The details of the "script ratio" will be determined by the transit agencies at the time the program is implemented
- ◆ At 5 year intervals each transit agency will conduct a performance evaluation to determine if the program is meeting its intended goals of increasing ridership amongst eligible seniors of the *Taxi Script Program* and assess whether or not to continue, or redirect the funding to a more effective alternative

Public Transit Agency Performance Criteria

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

PTIS / Transit Consolidation

Phase 2 – Public Transportation Infrastructure Study (PTIS)

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

Transit Consolidation

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

ADA / Seniors / Paratransit

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

Van Pool Programs

Public / Private Competition

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

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

Commuter Van Pool Performance Criteria

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

Farmworker Van Pools

Dedicated Revenue Stream for Farmworker Vanpools

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

Farmworker Van Pool Performance Criteria

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

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

Advanced Transportation Technologies

Eligible Projects & Urban / Rural Allocation

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

Appendix C – Implementing Guidelines: Local Transportation Program

Local Allocation Program

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

- Street Maintenance / Rehabilitation
- ADA Compliance
- Flexible Funding

Overarching Implementation Guidelines affecting the Local Allocation Program include:

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

Street Maintenance / Rehabilitation

The following Implementing Guidelines apply to the Street Maintenance Program:

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

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

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

Funds allocated to a city, county shall be used only for street and highway maintenance, rehabilitation, reconstruction, and storm damage repair. For purposes of this section, the following terms have the following meanings:

- "maintenance" means either or both of the following:
 - ▶ patching
 - ▶ overlay and sealing
- "reconstruction" includes any overlay, sealing, or widening of the roadway, if the widening is necessary to bring the roadway width to the desirable minimum width consistent with the geometric design criteria of the department for 3-R (reconstruction, resurfacing, and rehabilitation) projects that are not on a freeway but does not include widening for the purpose of increasing the traffic capacity of a street or highway
- "storm damage repair" is repair or reconstruction of local streets and highways and related drainage improvements that have been damaged due to winter storms and flooding, and reconstruction of drainage improvements to mitigate future roadway flooding and damage problems, in those jurisdictions that have been declared disaster areas by the President of the United States

ADA Compliance

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

Flexible Program

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

Pedestrian / Trails / Bicycle Facilities Program

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

Master Plan for Trail, Bicycle and Pedestrian Facilities

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

Pedestrian / Bicycle Trails and Bike Lane Earmark Thresholds

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

Allowed Accumulation of Earmark Funds Over Five (5) Years

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

Earmarks for Pedestrian / Bicycle Trails

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

Council of Fresno County Governments

- ▶ Within the Fresno Clovis Metropolitan Area, trails built with Measure "C" funds shall be built so that at-grade crossings are limited to one every half-mile at signalized intersections for new developments provided that this does not violate property owner rights
- ▶ Trails built within existing neighborhoods shall be built so that mid-street crossings on collectors, arterials, super-arterials or expressways should be either (a) controlled by an at-grade pedestrian waiting mechanism, signalized or otherwise flashing crossing or alternative warning devices, or (b) built with a grade separated crossing when these are warranted due to pedestrian / bicycle safety risk areas

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

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

Earmarks for Bicycle Facilities

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

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

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

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

- **Maintained Pedestrian or Bicycle Facilities:** Any maintenance to a street, road, or highway funded in whole or in part by Measure "C" funds shall, at a minimum, maintain the existing level of pedestrian and bicycle access, facilities and safety features along and across the street, road, or highway
- **Exceptions to the Requirements:** The above requirements shall not apply if the constructing agency, after a properly noticed public hearing, determines that one or more of the exceptions listed below exists. The public hearing notice shall include a statement clearly declaring that the purpose of the hearing is to review bicycle and pedestrian facility exception(s) for the proposed project using Measure "C" funds and identifying the specific exceptions. The exceptions are,
 - ▶ The provision of pedestrian and/or bicycle access contrary to public safety;
 - ▶ An alternative route already exists or will be built as part of the project that is equally or more safe and convenient in terms of distance and travel time;
 - ▶ The cost of the facilities would be disproportionate (exceeding 20% of the cost of the overall project);
 - ▶ Sparse population or other measurable factors indicate absence of need;
 - ▶ Significant adverse environmental effects would result from the inclusion of the facilities in the project;
 - ▶ Opposition by 2/3 or more of the property owners whose property lies directly adjacent to the facilities.

"Constructed" is defined as the construction of a new roadway or portion of a roadway that did not previously exist including projects to increase the capacity of an existing street or road. For the purposes of this section, "Reconstructed" is defined as the existing full improvement of a roadway, but which does not include additional lane capacity. It does not include the repair, rehabilitation or overlay of existing paved surfaces, landscaping, signing, signalization or routine maintenance that does not include the widening of the road surface. For the purposes of this section "Urban Areas" is defined as the Fresno Clovis Metropolitan Area and the incorporated cities of Fresno County.

- **Flexibility if Needs Are Met:** In 2012, 2017, and 2021 the Fresno County Transportation Authority will review the status of all jurisdictions' Master Plans for Trail, Bicycle and Pedestrian Facilities

If the Authority determines at a public hearing that a jurisdiction's Master Plan for Trail, Bicycle and Pedestrian
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Facilities is less than five years old when last adopted, and the Master Plan has been completed at each of these five year marks, the earmark requirements are suspended until the next

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

Appendix D – Implementing Guidelines: Regional Transportation Program

Urban and Rural Allocation Programs

Funding Parameters

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

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

Regional Transportation Mitigation Fee

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

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

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

The RTMF shall be enacted by all cities in the County and by Fresno County to become effective by no later than January 1, 2009. For any jurisdiction that collects mitigation fees for any regional transportation project listed in the RTP-MC prior to the January 1, 2009 deadline, those fees may be factored into the RTMF fee analysis for that project to ensure that development is equitably assessed in accordance with state law. Fees will be collected by each local jurisdiction and transmitted to the Authority on a schedule to be determined by the Authority. It is important to the implementation of the RTP-MC that every incorporated city in the County and Fresno County enact the RTMF. If any city or Fresno County should choose to not implement the RTMF, then that agency shall forfeit annually from the Local Transportation Program Street Maintenance Allocation an amount equal to the amount of RTMF that would otherwise have been paid for development projects within that jurisdiction during the year. If an agency chooses to not implement the RTMF, that agency shall notify the Authority of such decision and shall file an advisory report with the Authority for each development indicating the amount of RTMF that would have been paid. The Authority shall make a total calculation of RTMF obligation on an annual basis and deduct the appropriate amount of funds for the RTMF from the Local Transportation Program allocation for that agency.

The Authority, consistent with the adopted and updated Measure "C" Expenditure Plan, shall have the authority and flexibility to allocate the RTMF based upon regional priority need within the county as defined by the RTP-MC and consistent with state law governing impact mitigation fees.

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

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

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

Fresno Airports Program

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

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

TABLE E-1

**REGIONAL TRANSPORTATION FUNDING PROGRAM
FRESNO AIRPORTS**

18-YEAR CAPITAL IMPROVEMENT PROGRAM PROJECTS

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

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

FC - Fresno-Chandler Airport

considered for approval by the Authority.

*Appendix E – Implementing Guidelines:
Alternative Transportation Program*

Rail Consolidation

The following implementing guidelines apply to the Rail Consolidation Program:

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

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

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

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

Transportation Authority (Authority) to pursue the additional funding

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

Appendix F – Implementing Guidelines: Environmental Enhancement Program

Transit Oriented Infrastructure for In-Fill Development

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

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

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

- Developed through an inclusive planning process with broad private-public partnerships and outreach
- Improve the range of transportation choices by supporting transit facilities and improving links between facilities and activity nodes
- Support well-designed, high-density housing and mixed uses near transit

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

- Transportation infrastructure improvements to transit facilities to encourage safety and access to transit facilities, support in-fill development or revitalization, reduce traffic congestion at transit stations, and provide for a wider range of transportation choices and improved internal mobility. Funds could be used for preliminary design and environmental studies, engineering, land acquisition, and construction

- Planning Program or matching money to identify nodal transit sites on transit corridors for transit oriented development, planning retrofit for existing neighborhoods, downtowns, commercial cores, and transit station areas and stops in order to create access to transit and mixed use development in transit friendly environments. The community planning process would result in transportation / land-use concept plans; streetscape design concept plans, environmental studies, detailed drawings, construction cost estimates, and implementation plans for specific capital projects
- Housing in-fill incentive program that would reward local governments for encouraging developers to build compact designs with higher housing densities, affordable, accessible housing, and mixed uses that are characteristic of well implemented Transit Oriented Design in other cities developments at transit stops. Local government agencies could spend funds to supplement development fees or on a capital project that supports new housing development connections to transit

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

School Bus Replacement / CNG

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

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

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

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

Appendix G – Citizen Oversight Committee

Committee Purpose

To inform the public and to ensure that the Measure "C" funding program revenues and expenditures are spent as promised to the public.

Administrative Issues

Committee Formation

- The Committee will be formed within 6 months upon approval of the Measure "C" Extension by the voters of Fresno County in November 2006.
- The Citizen Oversight Committee (Committee) shall not be amended out of the Expenditure Plan.
- Meetings will commence when Measure "C" Extension revenues are recommended for expenditure; including Expenditure Plan updates.

Selection and Duties of Committee Chair and Vice Chair

- The Committee shall select a Chair and Vice Chair from the members, each of whom shall serve a one (1) year term.
- The duties of the Chair will be to call meetings, set agendas, and preside over meetings.
- The duties of the Vice chair will be to perform the same duties described above in the absence of the Chair.

Committee Meetings

- The Committee will hold one formal meeting annually, with additional meetings scheduled as needed by the Committee.
- All Committee meetings must be held in compliance with the Brown Act.
- All meetings will be conducted as per "Robert's Rules of Order."

Subcommittee Requirements

- Subcommittees: the Committee may elect to form subcommittees to perform specific parts of its purpose.
- All subcommittees shall have an odd number of members so that tie votes are less likely.

Committee Membership and Quorum

- Membership - The Committee shall be composed of thirteen (13) members including:
 - ▶ Six (6) at-large public members:
 - ◆ Five (5) who must each respectively reside in each one of the five Fresno County Supervisorial Districts; and

- ◆ Three (3) must reside in the Fresno-Clovis Metropolitan Area (FCMA); and
- ◆ Two (2) must reside in the unincorporated rural area of the county, one from the east side and one from the west side of the county.
- ◆ One (1) must reside in an incorporated city outside of the FCMA.
- ▶ Seven (7) members who must each be representatives drawn from a diverse mix of interested community organizations. The members are expected to provide a balance of viewpoints.
- Quorum
 - ▶ A Quorum will be no less than seven (7) members of the Committee.
 - ▶ An action item of the Committee may be approved by a simple majority of the quorum present.

Membership Selection

Selection Committee

- Oversight Committee members will be selected by the Fresno County Mayors' Selection Committee (the 15 mayors within Fresno County) and the Chair of the Fresno County Board of Supervisors.

Recruitment Process

- Each year as terms of various members expire or as vacancies occur, annual postings of membership openings will be noticed 60 days in advance of the application process pursuant to Public Utilities Code Section 99238.
- Potential members must submit an application to the Selection Committee.
- The Selection Committee will screen all applications and approve candidates for membership on the Committee.

Term of Membership

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

- Members who are not in attendance for two (2) consecutive meetings or are not present at 50% of the Committee meetings over a 12-month period shall be replaced with a new member selected by the Selection Committee.
- If a member position on the Committee becomes vacant, the Selection Committee will fill the vacant position within 90 days of the date when the position became vacant.
- No proxy voting will be permitted.

Eligibility

- U.S. citizen 18 years of age or older who resides in Fresno County.
- Not an elected official at any level government.
- Not a public employee from Fresno County, nor of any of the incorporated cities, in Fresno County, Caltrans, the Fresno County Transportation Authority (Authority), or the Council of Fresno County Governments (Fresno COG).
- Restricted to individuals without economic interest in any of the Authority's projects.
- Must submit an annual statement of financial disclosure consistent with Fair Political Practices Commission (FPPC) rules and regulations and filed with the Authority.

Staffing

- Fresno COG will staff the Committee and provide technical and administrative assistance to support and publicize the Committee's activities, with the staff assignment subject to approval of the Committee.
- Fresno COG services and any necessary outside services will be paid using the Fresno County Transportation Authority's Measure "C" Extension Administration Program revenues.
- Expert staff may be requested to provide information and make presentations to the Committee, as needed.
- The cities and County of Fresno shall each provide to the Citizen Oversight Committee, on an annual basis for a specific time period prescribed, and in a timely fashion at least two weeks prior to the meeting of the Citizen Oversight Committee, a specific report on the local jurisdiction's planned budget for Measure "C" fund expenditures and financial report on the use of those funds.
- The precise format of the report may be based on similar report formats for other jurisdictional monitoring, but must be separate from the comprehensive agency budgets and general and enterprise fund financial reports of the cities and the County of Fresno and will be prescribed by the Citizen Oversight Committee.

Responsibilities

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

- Receive, review, inspect, and recommend action on independent financial and performance audits related to the planning and implementation of the Measure "C" Extension program.
- Receive, review, and recommend action on other periodic reports, studies and plans from responsible agencies including the Authority, Fresno COG, the Cities, the County or other agencies. Such reports, studies and plans must be directly related to Measure "C" Extension programs, revenues, or expenditures.
- Review and comment upon Measure "C" Extension expenditures to ensure that they are consistent with the Expenditure Plan.
- Annually review how sales tax receipts are being spent and publicize the results.
- Present Committee recommendations, findings, and requests to the public and the Authority in a formal annual report.