

Fresno County Transportation Authority
Fresno Council of Governments

Measure C Renewal - MC3



PROMISES MADE. PROMISES KEPT.

Addressing Our Transportation Needs

Introduction – Measure C 1 and 2 History



MEASURE C • SHARING YOUR TRANSPORTATION NEEDS

Original Measure C – 1986-2007 (20 Years)

\$700 million

- 75% Urban and Rural State Highways and Freeways
- 25% Local Improvements
 - NEW Freeway and Highway Construction (SR-33, 41, 43, 168, 180, 201, & 204)
 - Local Streets and Roads Improvements
 - Bicycle and Pedestrian Facilities & Programs
 - Airport Improvements
 - Public Transportation Services



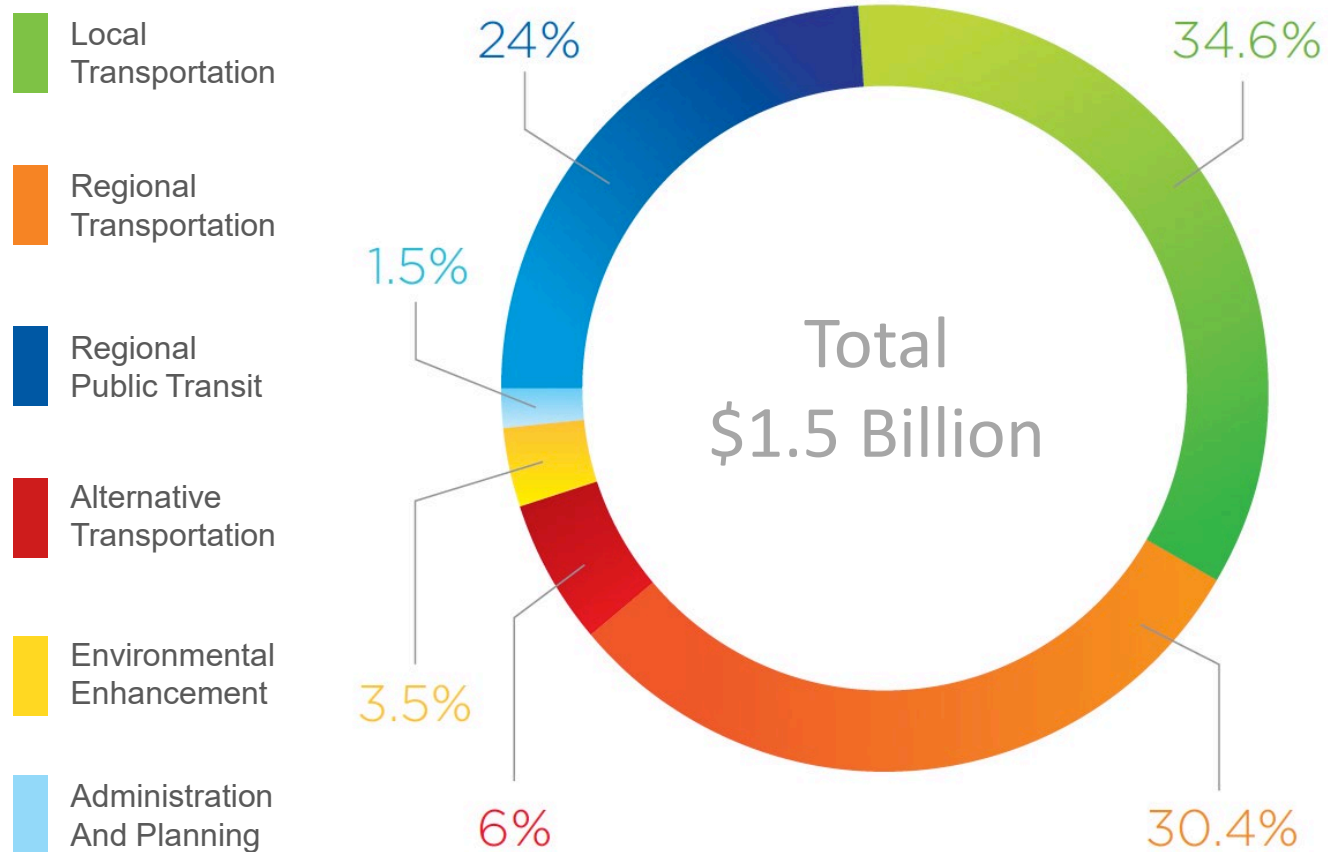
Measure C Extension 2007-2027 (20 Years)

\$1.5 Billion

- 30% Urban and Rural State Highways and Freeways
- 70% Local Improvements & Services
 - Major Roads, Highways and Freeways of Regional Significance
 - Local Streets and Roads Improvements
 - Public Transit Services
 - Bicycle and Pedestrian Facilities & Programs
 - Airport Improvements
 - Environmental Enhancements
 - High Priority Grade Separations



Measure C Extension – 2007-2027 (20 Years) (Current Measure)



Voters Approved the Measure C Extension with a 78% “YES” Vote

Generates \$1.5 Billion in Measure C Proceeds

July 1, 2007 – June 30, 2027

Generates over \$922 Million in Matching Funds

As of 6/30/20



Measure C Renewal



MEASURE C • SHARING YOUR TRANSPORTATION NEEDS

Measure C Renewal

FCOG & FCTA
Started Effort
in 2020

COVID
Delayed Start
12 months



Measure C Renewal Process



Regional Setting

Measure C Renewal “Regional” Planning Process - 30-year Time Period

Fresno County Region

- 6,000 sq. miles/6,637 road miles
- Current Population-1,023,358

15 Incorporated Cities

2 Large- Fresno-Clovis Metropolitan Area

- Fresno- Population-546,770---53.26%
- Clovis-Population- 121,834---11.87%

13 Small Rural Incorporated Cities

- Population Range -4,145-23,000
- 7 eastside cities-Population %-11.97
- 6 westside cities-Population %- 6.32

Fresno County-Unincorporated

- Population-170,067
- Population % -16.56
- Unincorporated Communities “within”
Incorporated Cities:
 - Fig Garden/Sunnyside/Mayfair/Tarpey, etc.
- 34 “Disadvantaged” Unincorporated
Communities-Examples:
 - Eastside-Del Rey, Tombstone, Calwa, Malaga,
 - Westside-Easton, Caruthers, Raisin City
Bowles, Cantura Creek, Lanare, Tranquility,
West Park

The Measure C Renewal Expenditure Plan must balance the inherently varied transportation interests of the different regional stakeholders in order to garner the support of two-thirds of Fresno County voters in 2022





**Renewal Plan Executive Committee
Resulted from Request to
Expand the Committee
17 Meetings**

Note: Additional members were added in response to requests from Community Advocates

MEASURE C EXECUTIVE COMMITTEE MEMBERSHIP

LOCAL GOVERNMENT	
1	David Cardenas, Mayor, Fowler/Co-Chair—EASTSIDE
2	Lynne Ashbeck, Mayor Pro Tem, Clovis/Co-Chair—METRO
3	Vong Mouanotoua, Councilmember, Clovis--METRO
4	Jerry Dyer, Mayor, Fresno--METRO, Gregory Barfield, Alternate
5	Eli Ontiveros, Mayor, Sanger—EASTSIDE
6	Gary Yep, Mayor, Kerman--WESTSIDE
7	Rolando Castro, Mayor, Mendota—WESTSIDE (Small Business Owner In Mendota
8	Paul Nerland, County of Fresno--COUNTY
9	Sheriff Margaret Mims—COUNTY
10	Chief Greg Tarascou, Sanger Fire/Emergency Medical
BUSINESS/LABOR/ECONOMIC DEVELOPMENT/CIVIC SECTORS	
11	Lee Ann Eager, EDC—CIVIC
12	Scott Miller, Fresno Chamber—CIVIC
13	Thilani Grubel, Bitwise—BUSINESS/TECHNOLOGY, Jake Soberal, Alternate
14	Debbie Hunsaker, Alert O Lite—BUSINESS
15	Ryan Jacobsen, Farm Bureau—AG
16	Lorna Roush, Schultz Ranch—AG
17	Roger Van Gronigen, Van G Trucking—GOODS MOVEMENT
18	Chuck Riojas, Central CA Labor Council
19	Additional labor rep - James Hammond, Laborers Local #294 OE #3
20	African American/SW Fresno business leader - Fresno Black Chamber to identify rep
COMMUNITY ORGANIZATIONS/ADVOCATES/NOT-FOR-PROFITS	
21	Linda Hayes, EOC Board of Directors—HUMAN SERVICES
22	Artie Padilla, CVCF—PHILANTHROPY/SERVICE
23	Sarah Harris, Resources for Independence Central Valley --DISABILITY SERVICES
24	Gayle Holman, Community Medical System—HEALTHCARE/SERVICE
25	Cintha Arriaga, YLI—YOUTH/ADVOCACY - Alternate: D'Aungillique Jackson
26	Mark Keppler, Clovis Community Foundation/Active Transportation/ ADVOCACY
27	Fresno Center for New Americans/SERVICE/ADVOCACY - Pao Yang, CEO
28	CBO/Faith/ADVOCACY
29	CBO/Environment/ADVOCACY - Dr. Tania Pacheco-Werner
EDUCATION	
30	Dr. Aly Tawfik, Transportation Institute, Fresno State---INNOVATION/RESEARCH/HIGHER ED
31	Ruby Duran, Dept. of Counseling Chair, Reedley College & Central Valley Latino Leaders Academy
32	Eric Cedarquist, Superintendent, Fowler Unified School District (retired)



**Renewal Plan
Technical Working
Group**

22 Meetings

FCTA
FCOG
Fresno County BOS
City of Fresno
City of Clovis
Eastside Cities
Westside Cities
Business
Education
Agriculture
Construction
Labor
Transportation/Goods
Movement
Emergency Services
Community Based
Organizations
Health

City of Clovis
City of Coalinga
City of Firebaugh
City of Fowler
City of Fresno
City of Huron
City of Kerman
City of Kingsburg
City of Mendota
City of Orange Cove
City of Parlier
City of Reedley
City of San Joaquin
City of Sanger
City of Selma
County of Fresno San
Joaquin Valley Air District
Caltrans
Public Transportation
Urban
Public Transportation Rural

Active Transportation
Agriculture
Broad-Based Business
Building Development
Education
Environment
Community Based Organizations
Community Based Organizations
Goods Movement
Measure C Citizen Oversight
Committee
New Technology
Public Health Advocate
ADA/Seniors
Aviation
Construction
Emergency Services/Public
Safety
Fresno COG
FCTA
Labor

Executive Committee Responsibilities

Understand	Understand Current & Future Transportation Needs
Review	Review Polling & Develop Funding Recommendations
Provide	Provide Information & Feedback to Other Related Stakeholders/Community Leaders
Assist	Assist with Preparation of the Draft & Final Measure C Extension Expenditure Plan that best meets Mobility Needs and will have Voter Support





Technical Working Group Responsibilities

Identify

- Identify Funding Needs, Available Funding, and Funding Gaps by transportation mode

Help

- Help develop preliminary recommendations to the Executive Committee

Draft

- Forward draft Working Group products to Executive Committee for review and feedback

Provide

- Provide information and feedback to other related stakeholders

Project

- Project Identification and Prioritization Recommendations

Public Engagement & Polling



MEASURE C • SHARING YOUR TRANSPORTATION NEEDS

Public Engagement Strategies

- 14 Workshops
- 14 Community Meetings
- Door to Door; 1070 Spanish responses – Cantua Creek, Lanare, Tranquillity, Orange Cove, Parlier, Kerman, Caruthers, Biola, Hmong Community, Coaling, Del Rey, Five Points, Huron, Sanger, Kingsburg, San Joaquin, Punjabi Community
- Community Events
- Virtual Meetings
- Online & In-Person Surveys; 2800 surveys, 2000 comments
- 2 Public Opinion Polls – Just Short of 5500 responses



Voter Opinion Survey

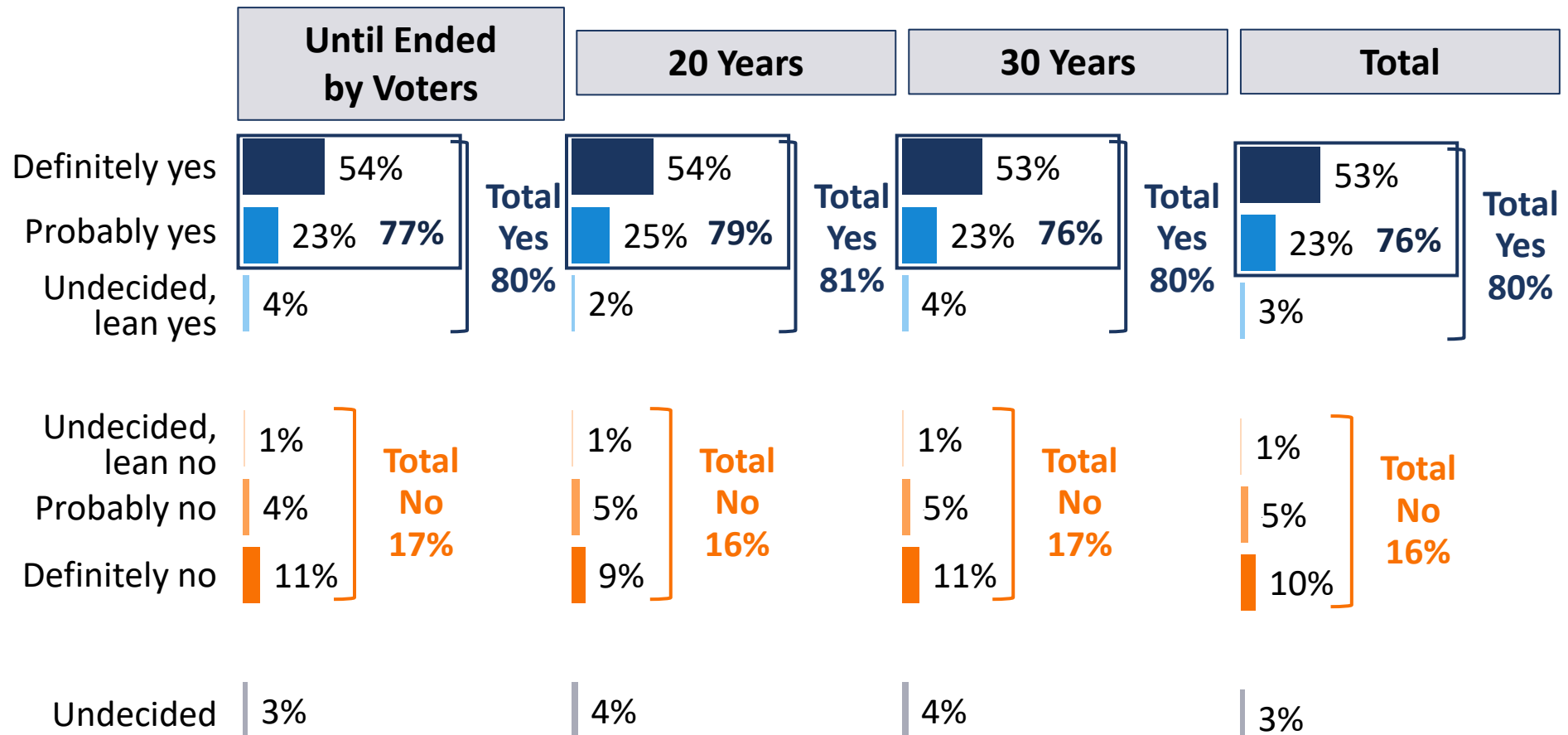
Sample Size: 2,465 1st, 2,988 2nd

Survey #1 Taken: 2/11/21 – 3/16/22

Survey #2 Taken: 3/15/22 – 4/18/22

Slightly more than three-quarters initially support a Fresno Transportation Continuation Measure regardless of the duration, with roughly half saying they would definitely vote yes.

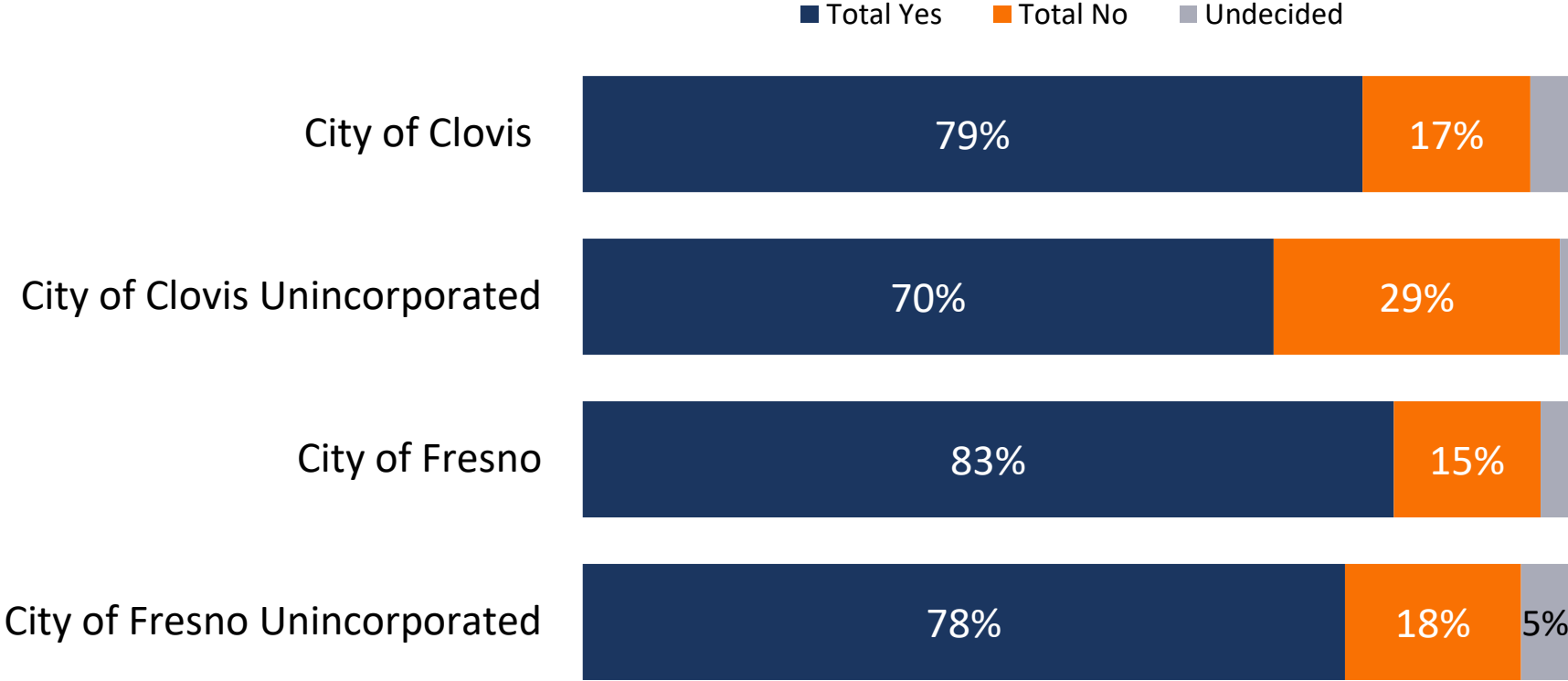
(Each Duration MOE = +/-4.7%; Total MOE = +/-2.7%)



Q. Based on this description, would you vote yes in favor of the measure or no to oppose it?

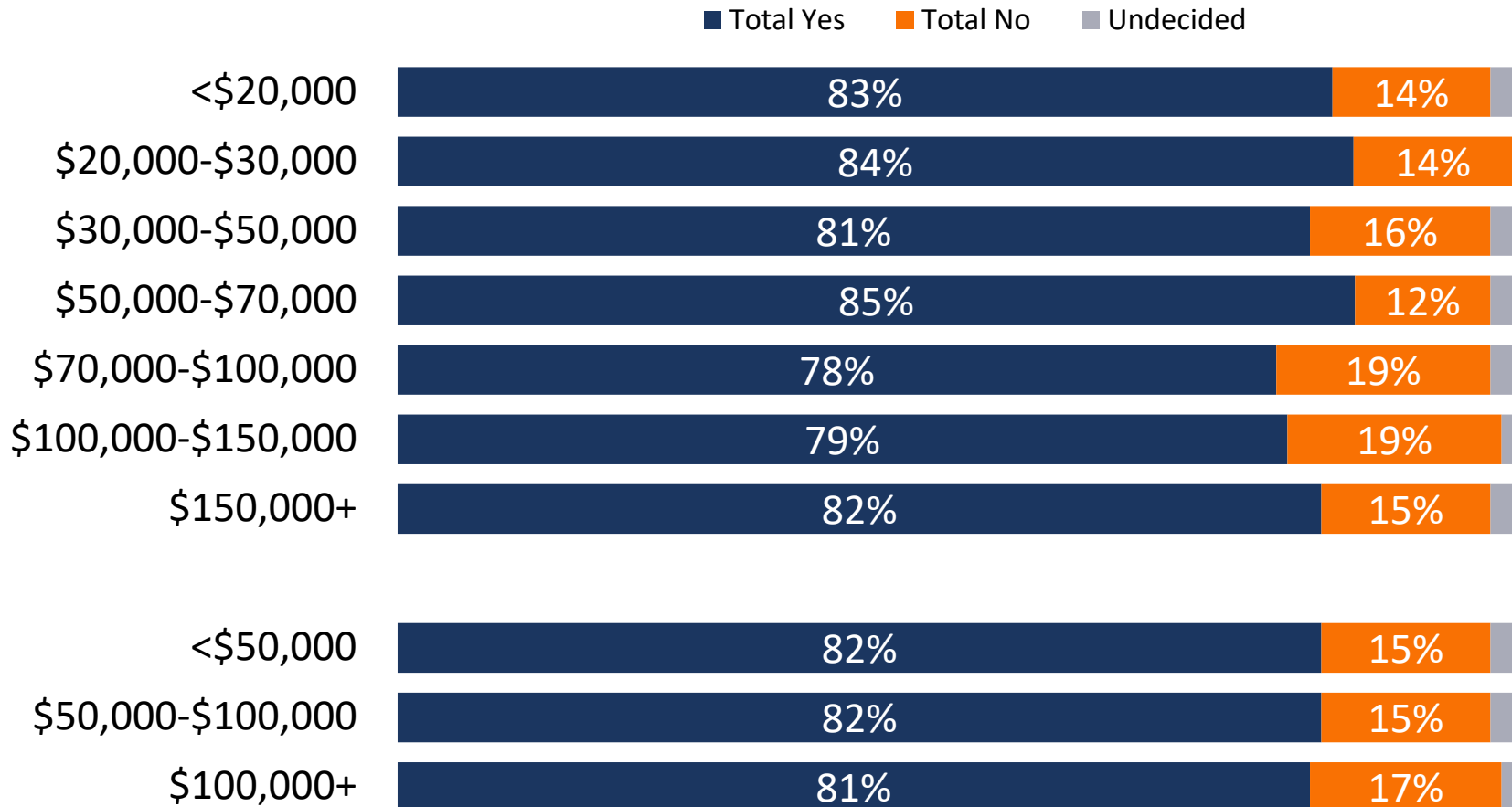
There is strong support across the Fresno-Clovis Area, with a high of 83 percent voting yes in the City of Fresno and a low of 70 percent in the unincorporated area just outside Clovis.

Initial results on the Continuation of the Voter-Approved Transportation ½-cent Sales Tax (Total) by Region 3: Fresno/Clovis Metro



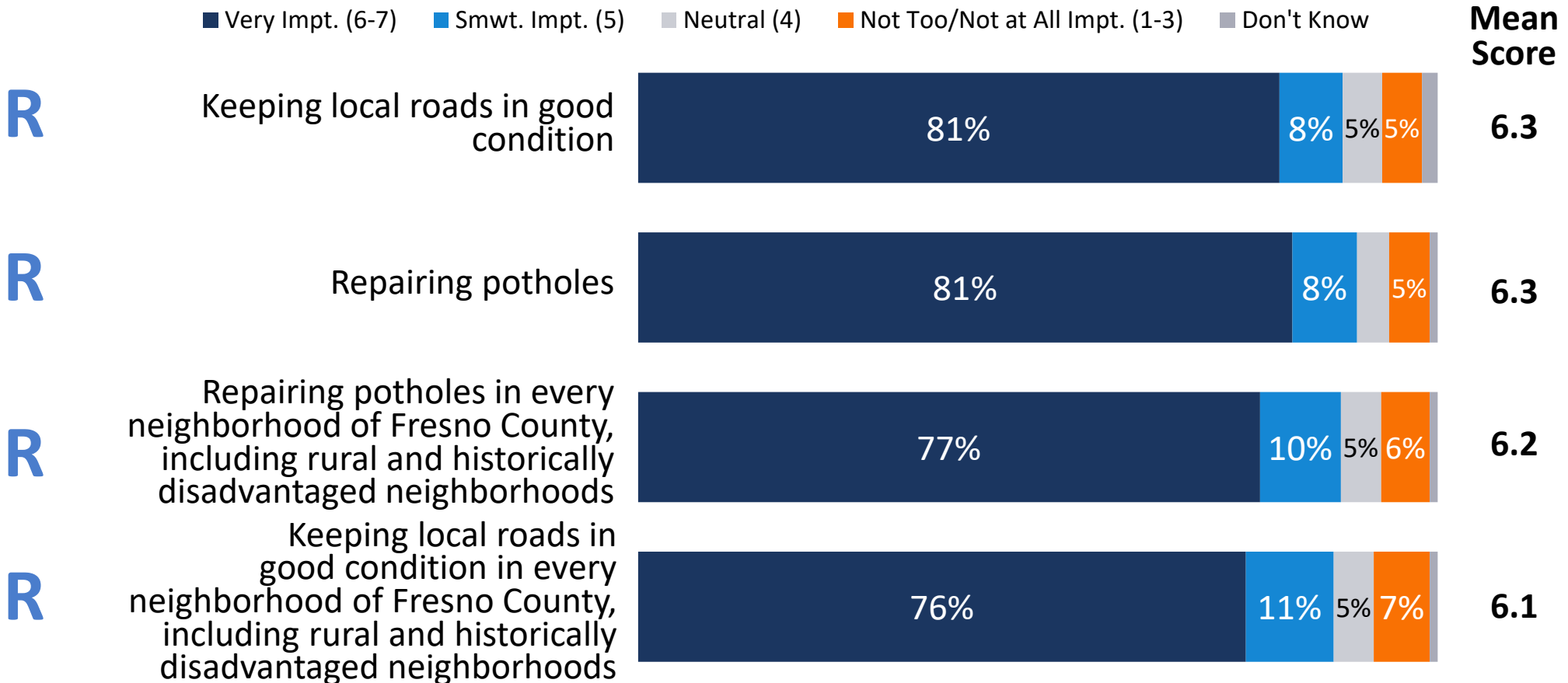
There are no meaningful differences in the level of support for the measure by annual household income groupings - all demonstrate high levels of support.

Initial results on the Continuation of the Voter-Approved Transportation ½-cent Sales Tax (Total) by Household Income



Keeping local roads and transportation infrastructure in good condition, repairing potholes, creating local jobs, keeping bus fares low, and upgrading structurally declining bridges/overpasses are among voters' top priorities.

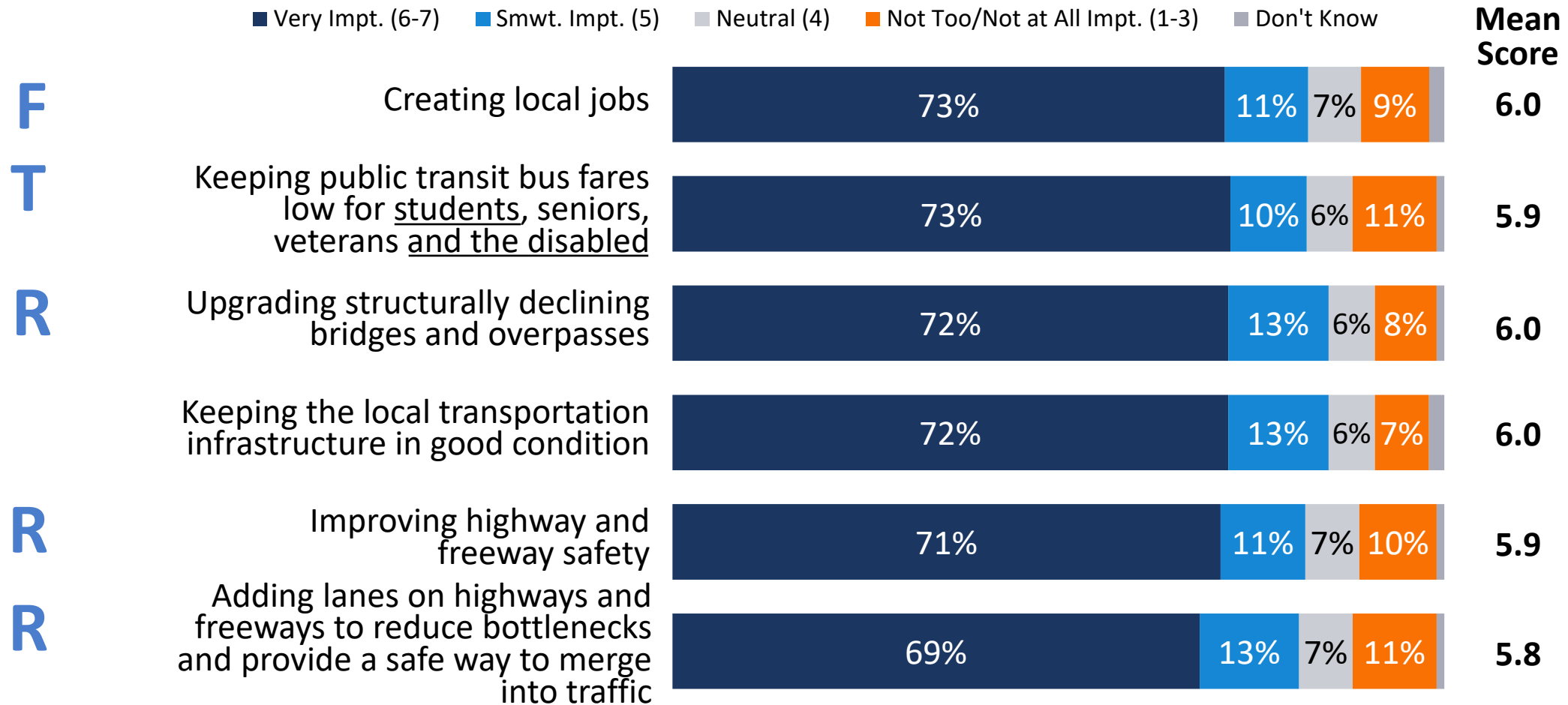
(Ranked by Very Important: 6-7)



Q. I am going to mention some features and provisions of the proposed **Fresno County Transportation Continuation Measure** we are discussing. Regardless of your opinion of the measure, please tell me how important it is to you that the feature or provision be included as part of the measure. We will use a scale of 1 to 7, where 1 means **NOT AT ALL IMPORTANT** to you that the feature or provision is included in the measure extension and 7 means it would be **VERY IMPORTANT**. Split Sample

Continued

(Ranked by Very Important: 6-7)



Q. I am going to mention some features and provisions of the proposed Fresno County Transportation Continuation Measure we are discussing. Regardless of your opinion of the measure, please tell me how important it is to you that the feature or provision be included as part of the measure. We will use a scale of 1 to 7, where 1 means NOT AT ALL IMPORTANT to you that the feature or provision is included in the measure extension and 7 means it would be VERY IMPORTANT. Split Sample



Greatest
Remaining Need



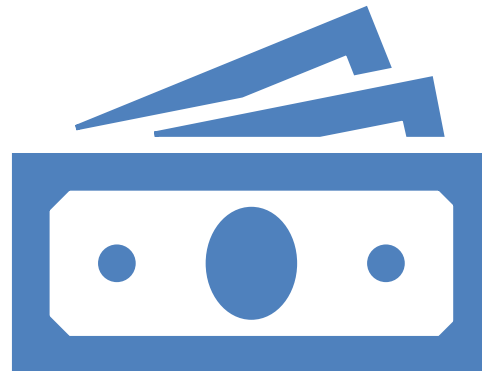
Allocation Plan Alternatives & Revisions



MEASURE C • SHARING YOUR TRANSPORTATION NEEDS

20 Year and 30 Year Revenue Projections

- 20 Year --\$4 billion
- 30 Year -- \$6.8 billion

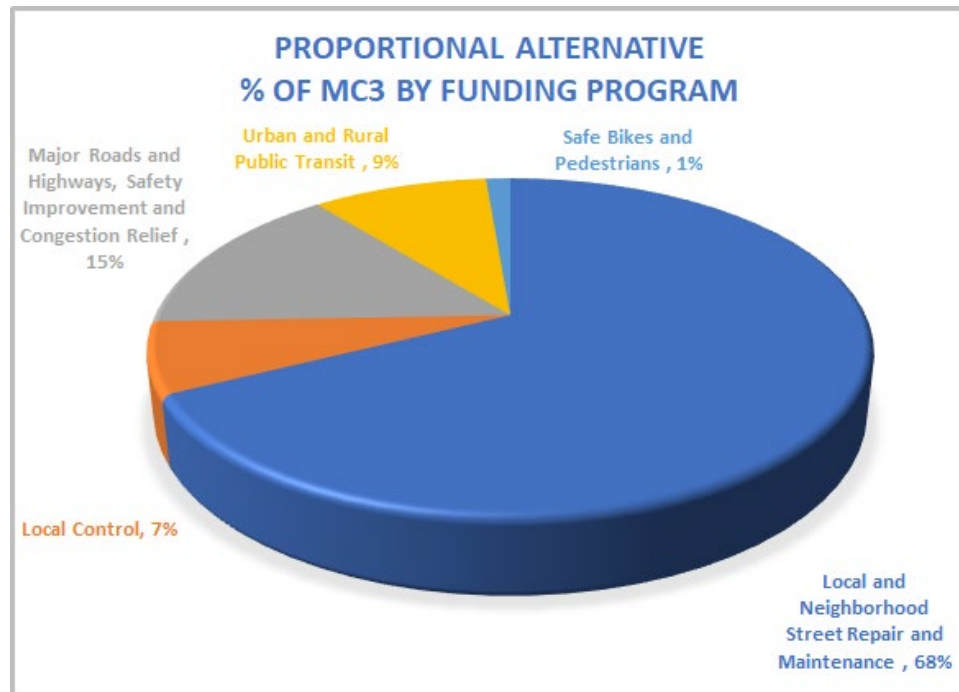


Needs Assessment

- 2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
- Countywide Pavement Condition Survey
- Other Funding Sources Identified
- Funding Gaps Identified

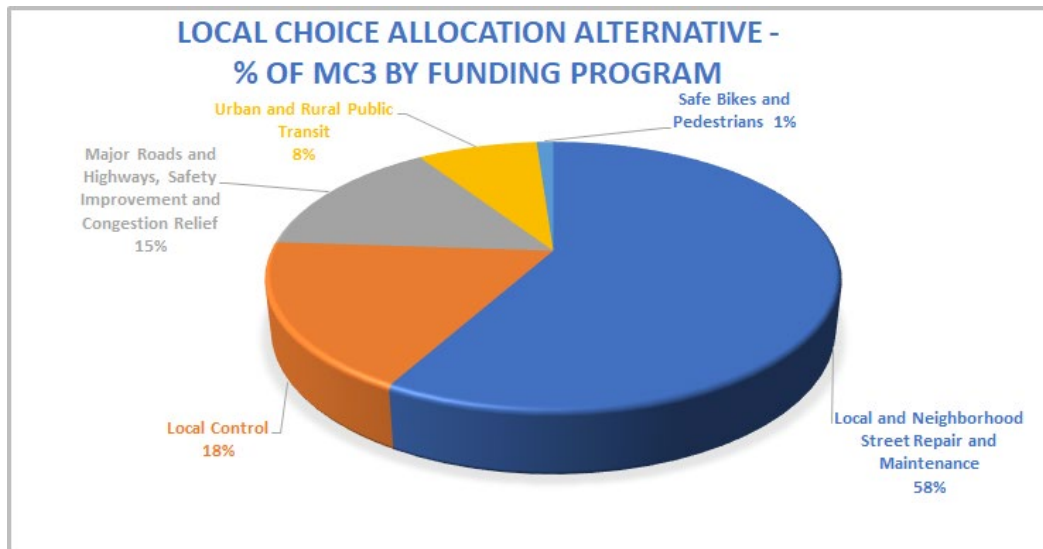


Proportional Allocation Alternative



MC3 Program/Subprogram Proportional Alternative	Percent of Need Funded By MC3	Percent of 30-Year Need (Cost of Projects) Funded by Other Sources & MC3
Local and Neighborhood Street Repair and Maintenance	69%	76%
Local Control	69%	92%
Major Roads and Highways, Safety Improvement and Congestion Relief	69%	78%
Urban and Rural Public Transit	69%	87%
Safe Bikes and Pedestrians	69%	96%
Total:		81%

Local Choice Allocation Alternative



MC3 Program/Subprogram - Local Choice Alternative	Percent of 30-Year Need (Cost of Projects) Funded by Other Sources & MC3
Local and Neighborhood Street Repair and Maintenance	68%
Local Control	90%
Major Roads and Highways, Safety Improvement and Congestion Relief	78%
Urban and Rural Public Transit	84%
Safe Bikes and Pedestrians	95%
Total:	77%

Proposed Allocation Plan



MEASURE C • SHARING YOUR TRANSPORTATION NEEDS

Guiding Principles

■ Stewardship

■ Equity

■ Sustainability & Resource Conservation

■ Air Quality & Climate Resiliency

■ Flexibility

Allocations

BY PROGRAM

Measure C Renewal Program		Percent of Total	30-Year Funding Estimate	Percent of Total Need Meet by All Funding Sources Including Measure C
1	Local & Neighborhood Street Repair & Maintenance	51%	3,511,000,000	64%
2	Local Control	18%	1,208,794,520	89%
3	Safe Bikes and Pedestrians (Including Safe Routes to School & Access for People with Disabilities)	1%	75,524,940	95%
4	Urban & Rural Public Transit	12%	811,953,000	96%
5	Major Roads & Highways, Safety Improvement and Congestion Relief	15%	997,713,440	70%
6	Environmental Sustainability	2%	144,000,000	N/A
7	Administration	1.25%	86,058,856	N/A
Total:		100%	\$ 6,835,044,756	



Measure C 3

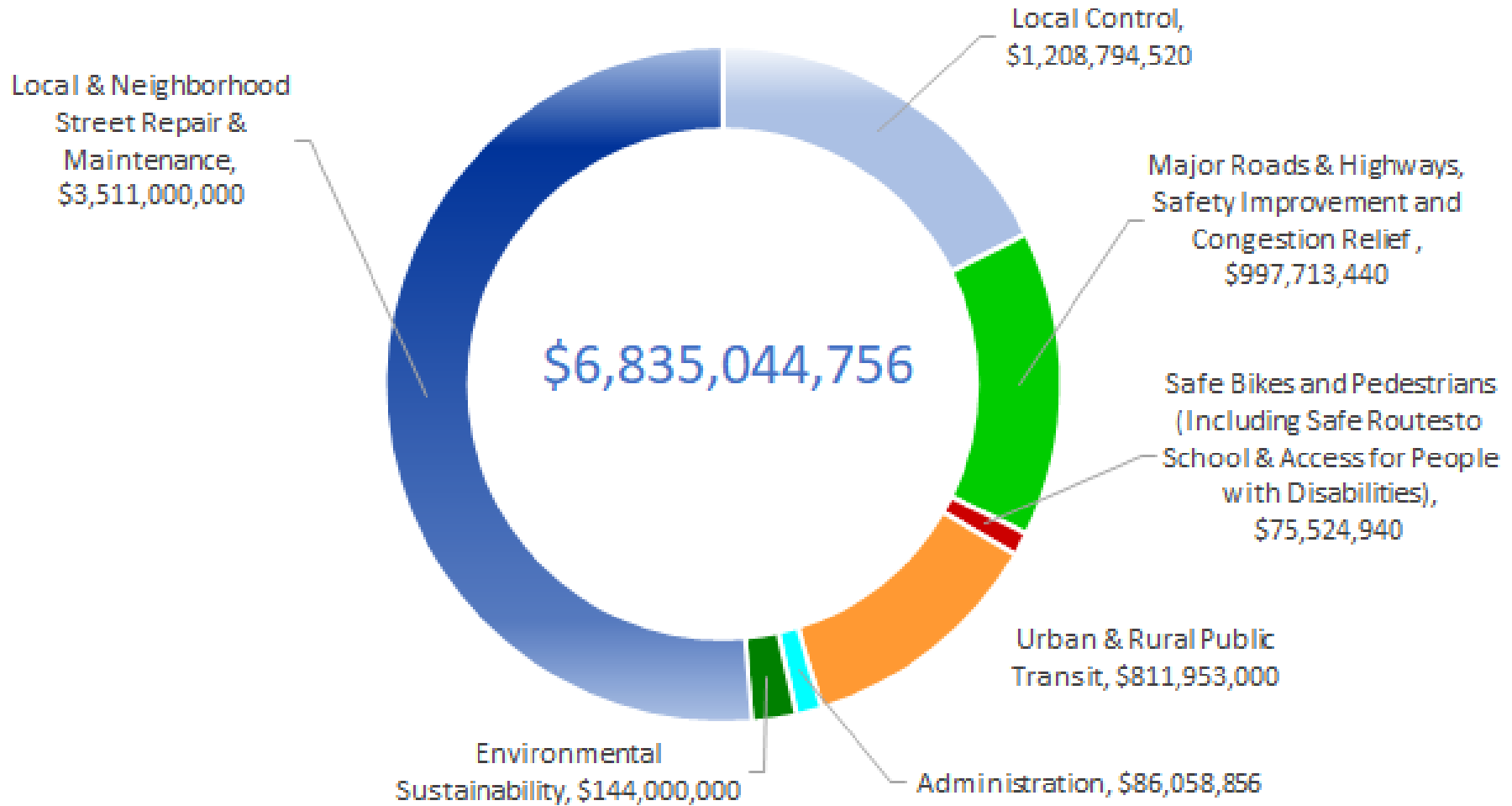
Allocations

BY PROGRAM

Measure C

Funding Allocations

By Program



Allocation Principles

Local Choice,
Local Control

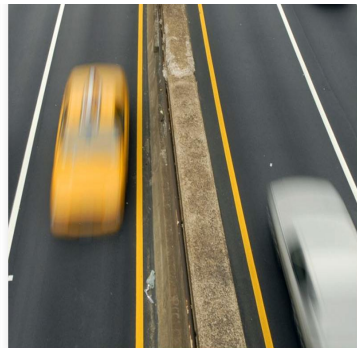
Flexibility

Fix it First

No
Neighborhood
Left Behind

Improve
Safety

Equity



No Neighborhood Left Behind



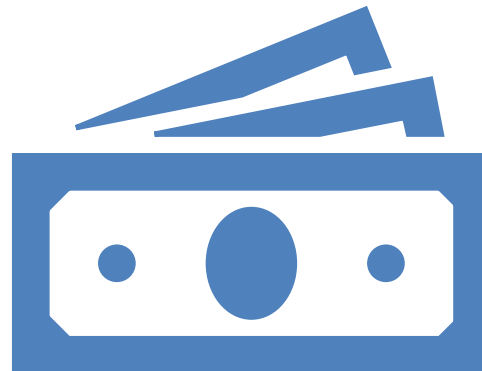
- No less than 30% of Each Agency's Community Streets Program funding must be spent in Disadvantaged areas
- Restriction remains in effect until these areas have a minimum PCI of 60
- Investments must continue until all areas PCI reach 70
- Performance Measures to be Implemented to monitor and ensure success
- Bonding and/or Borrowing to accelerate repairs
- Delivering projects faster = lower costs and quicker user benefits

Why 30 Years and Why 2022 ?



20 Year and 30 Year Revenue Projections

- 20 Year --\$4 billion
- 30 Year -- \$6.8 billion



Why 30 Years?

20 Year versus 30 Year

- The need for better roads cuts across all geographic areas, all economic spectrums, and all ethnicities
- Achieving a County-wide PCI of 70 would take nearly 90% of a 20-year MC3
- With a 30-year Measure it would take about 50% of the Renewal funds
- A 30-year Measure allows sufficient revenues to achieve a “Good” PCI, along with substantial funding for the other important transportation facilities and services including public transit and active transportation

Why 30 Years?

Investment in fixing local streets & roads will pay huge dividends, now and in the future

- Fixing roads lowers the cost of owning & maintaining a vehicle, a benefit particularly critical for our lower income residents
- Investing in the road system can lower the cost of maintaining the system for future generations
- A well-maintained system will benefit public transit & active transportation
- A well-maintained road system results in lower emissions of MP 10 and PM 2.5
- Maintaining streets in good condition is less resource intensive than rebuilding streets, resulting in a more sustainable road system

Polling indicates that all durations; 20 years, 30 years, and Until Ended By Voters enjoy widespread support (80+%)

Why 2022?

Polling is incredibly high

- Support for Measure C renewal is at 80% countywide
- Even when presented with negative arguments support remains well in the 70s
- Opposition is incredibly low at about 10%. Throughout the State, polling indicated “Definitely No” is usually at 20%
- No guarantee that support would be the same in 2024

Approval in 2022 would allow FCTA and the local agencies to bond or borrow against future revenues to begin pavement repairs now

- Brings user benefits sooner
- Lowers the cost of repairs

Presidential Elections (2024) Tend to be Divisive

Why 2022?

*These are needs now - there is no
time to waste*

*We owe it to the residents of the
City of Fresno and Fresno County
(as a whole) to move forward
now*

Delay simply doesn't make sense

Residents are clear, “Fix Our Roads” is No 1 Priority

- The Plan is well thought-out with substantial public input
- Plan is targeted towards the highest needs but has significant local control
- It is flexible, adaptable, and accountable
- The Plan is Cost Effective – Deliver projects faster = lower costs
- Better roads benefit all types of transportation; Cars, Buses, Bikes and Pedestrians

The goal of those opposed to 2022 is to take the decision-making authority away from elected officials

- A 2024 plan would attempt to remove local control and decision making
- This Plan gives maximum local control by those elected to represent the people

What the Measure C Renewal will Provide to the City of Fresno

Measure C 3

Local Program Allocations

BY AGENCY

AGENCY	Measure C Renewal 30-Year Apportionment
Clovis	\$ 577,855,695
Coalinga	\$ 69,196,730
Firebaugh	\$ 32,376,516
Fowler	\$ 29,414,298
Fresno	\$ 2,779,079,955
Huron	\$ 28,275,367
Kerman	\$ 65,270,367
Kingsburg	\$ 58,709,643
Mendota	\$ 47,821,219

AGENCY	Measure C Renewal 30-Year Apportionment
Orange Cove	\$ 39,791,905
Parlier	\$ 60,804,739
Reedley	\$ 107,393,155
San Joaquin	\$ 16,972,795
Sanger	\$ 113,431,849
Selma	\$ 100,787,707
County of Fresno	\$ 1,317,696,922
FCRTA	\$ 162,390,600
TOTAL	\$ 5,607,272,460



Agency allocations based on 75% population and 25% road miles; urban area receives the majority of the funding. Transit allocation split 70% FAX, 20% FCTRA, and 10% Clovis Transit

Major Road and Highways Program Allocations

Includes **\$998 million** of **Measure C funds** and an **additional \$1.530 billion** in:

- State Transportation Improvement Program
- State Highway Operations and Preservation Program
- State Local Partnership Program
- Federal Aid Grants
- Regional Transportation Mitigation Fee Program funds



Total amount of \$2.528 billion split **75% Urban** and **25% Rural** (**50/50 in current Measure**)

Major Road & Highways, Safety Improvement & Congestion Relief Program – Tier 1 Urban Projects

Project ID	Title	Description	Agency	Inflated Project Cost
2.1	SR 180 / SR 41 / 168	Urban Freeway Connectors Operational Improvement Study	Caltrans	\$ 1,194,052
2.2	SR 180 / SR 41 / 168	Urban Freeway Connectors Operational Improvements	Caltrans	\$ 119,405,230
3	SR 180 WB to NB SR 99 connector	Add additional lane Operational	Caltrans	\$ 23,881,046
5	SR 41 - Friant to Herndon: SB On-Ramp & Auxiliary Lane	Widen SB On-Ramp and Add 1 SB Auxiliary Lane Operational	Caltrans	\$ 47,762,092
7	SR 41 - Herndon Ave to Bullard Ave	Add an auxiliary lane to SB SR-41 between Herndon Ave to Bullard Ave	Caltrans	\$ 29,851,307
8	SR 41 - McKinley Ave to Shields Ave	Add an auxiliary lane to NB SR-41 from McKinley Ave to Shields Ave	Caltrans	\$ 29,851,307
9	SR 41 - Van Ness Ave to San Joaquin River (NB/SB)	SR41 Corridor Preservation Feasibility Study	Caltrans	\$ 1,194,052
16	SR 41, SR 99, SR 168, SR 180 Smart Corridor Projects	Smart Corridor Projects (\$5 million / Mile @ 54 Miles along SR 41, SR 99, SR 168, and SR 180) Operational Improvements - Phase 1	Caltrans	\$ 89,553,922
18	SR 41/SR 180 NB Connector	SR 41/SR 180 EB to NB Connector	Caltrans	\$ 59,702,615
22	SR 99 / Shaw Interchange	Reconstruct Interchange	Caltrans	\$ 95,524,184
46	SR168 Owen Mountain Interchange	Replace at-grade intersection with Interchange	Caltrans	\$ 59,702,615
1, 42, 43, 44, 45, 49	SR168 Interchange Improvements	Various Locations; Fowler, Bullard, Herndon, Shaw, & Temperance	Caltrans	\$ 29,851,307
51	Blackstone McKinley BNSF Grade Separation	Grade Separate Blackstone and McKinley Avenues to eliminate existing BNSF At Grade Crossings - Include for eligibility purposes only; MC2 should complete project	Fresno	
14	SR 41 / Shields Avenue	Shields Avenue Interchange Improvement: Expand the NB off ramp to 2 lanes for the full length	Caltrans	\$ 11,940,523
15	SR 41 / Van Ness Interchange Improvements	Modify interchange to add a direct southbound on-ramp; eliminate Broadway/SR-41 southbound on-ramp; signalize ramp intersections with Van Ness and add ramp metering to new southbound on-ramp.	Caltrans	\$ 17,910,784
20	SR 99 / Ashlan Interchange	Reconstruct Interchange - Include Golden State Blvd.	Caltrans	\$ 83,583,661
23	SR 99 / Stanislaus Interchange	Reconstruct Overcrossing Operational - Included for eligibility purposes only; Caltrans should complete	Caltrans	\$ -
24	SR 99 / Tuolumne Interchange	SR 99/Tuolumne Interchange Operational - Included for eligibility purposes only; Caltrans should complete	Caltrans	\$ -
54	Grantland Avenue - SR 180 to Belmont: 2LU to 4LD	Grantland Avenue - SR 180 to Belmont: 2LU to 4LD	Fresno	\$ 10,746,471
55	Grantland-Belmont to Shields: 2 LD to 4 LD	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail	Fresno	\$ 14,265,701
76	Temperance - SR-180 to Clinton: 2 LU to 6 LD	Widen from 2 LU to 6 LD with bike lanes, trail, sidewalks, curb and gutter	Fresno	\$ 30,806,549
30	Herndon-DeWolf to McCall: 2 LU to 4 LD	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Clovis	\$ 42,527,367
36	Shepherd-Clovis to Fowler: 2 LU to 3 LD	2LU to 3LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Clovis	\$ 13,289,802
37	Shepherd-Clovis to Fowler: 3 LD to 4 LD	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Clovis	\$ 11,960,822
38	Shepherd-Fowler to Armstrong: 3 LD to 4 LD	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd and Armstrong	Clovis	\$ 7,973,881
	Total			\$ 832,479,291

Major Road & Highways, Safety Improvement & Congestion Relief Program – Tier 1 Rural Projects

Project ID	Title	Description	Agency	Inflated Project Cost
94	SR 145 - Madera Avenue - 0.12 Mile N/O Whitesbridge to 0.25 Mile N/O Nielsen: 2 LU to 4 LD	Widen 2 LU to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Caltrans	\$ 5,040,000
96	SR 168 / Academy Roundabout	Construct Roundabout - 67% SHOPP Funding	Caltrans	\$ 3,500,000
97	SR 180 / Academy intersection improvements	Add right turn channelization Operational - 50% SHOPP Funding	Caltrans	\$ 5,000,000
98	SR 180 Passing Lanes	Add passing lanes between Kerman and Mendota Operational	Caltrans	\$ 9,000,000
99	SR 180 W-I-5 to Junction SR 33/SR180: 2 Lane on E-W Alignment	2 Lane on New E-W Alignment - Phase 1	Caltrans	\$ 80,000,000
100	SR 198 Passing Lanes	Add passing lanes between NAS Lemoore and I-5 Operational	Caltrans	\$ 9,000,000
101	SR 269 / SR 145	Intersection Improvements Operational (Roundabout) - 100% SHOPP Funding	Caltrans	
102	SR 269 / SR 198	Intersection Improvements Operational (Roundabout) - 100% SHOPP Funding	Caltrans	
103	SR 33 Passing Lanes	Add passing lanes between Firebaugh and Mendota Operational	Caltrans	\$ 9,000,000
104	SR 43 - SR 99 - Kings County Line	Passing Lanes	Caltrans	\$ 10,000,000
105	SR 99 / Mendocino Interchange	Modify/Reconstruct Interchange	Caltrans	\$ 12,800,000
107	SR 99 / SR 43 / Floral Interchange	Reconstruct interchange - Partial Funding \$90M total cost	Caltrans	\$ 25,000,000
108	SR 99 - Mountain View and Highway 99 Dual Roundabout Interchange	The project consists of Re-aligned at Highway 99 at the existing Mountain View overcrossing to align and to build roundabout intersection control on both sides. Potential partnership with TCAG. Total Cost \$18M	Caltrans	\$ 9,000,000
110	Jayne Avenue - Glenn to I-5: 2 LU to 4 LD	2 LU to 4 LD	Fresno County	\$ 304,000
116	Academy Avenue City Limits to Dinuba	Bridge/Roadway Widening	Parlier	\$ 5,300,000
118	Reed Avenue Reconstruction Phase 2	Reconstruction of roadway, increase from two lanes to four lanes, curb ramp upgrades, overlay, slurry seal, replace water lines, bike lanes, curb and gutter and sidewalks	Reedley	\$ 5,000,000
119	Reed Avenue Widening	Widen Reed Avenue from two lanes to four lanes from South Avenue to the SR 180	Reedley	\$ 25,000,000
121	Academy Avenue	Along Academy Ave from SR 99 to SR 168, reconstruct and rehabilitate pavement, install traffic signals or roundabouts (safety improvements), add vehicle turn lanes, install high visibility crosswalks and rectangular-rapid flashing beacons, install sidewalk, install lighting, add buffered bike lanes and provision for connectivity to potential future ATP projects	Various	\$ 40,828,824
122	Manning Avenue E/O SR 99	Along the corridor from SR 99 to Orange Cove city limits, reconstruct and rehabilitate pavement, install traffic signals, add vehicle turn lanes, provide crosswalk improvements, install sidewalk, add buffered bike lanes and provision for connectivity to potential future ATP projects.	Various	\$ 16,435,352
123	Millerton Road	Friant to Sky Harbor, widen to 4 lanes divided; Total Cost \$40M	Fresno County	\$ 30,000,000
	Total			\$ 300,208,176

Next Steps

Measure C 3

Next Steps

Public review of the Draft Measure C Renewal Expenditure Plan

Fresno County Transportation Authority Board to Review and Consider Approval of the Plan

30 June

27 May – 27 June

20 July

Fresno Council of Governments Board Meeting to Review and Consider Approval of the Plan





Conclusion



Conclusion

Proposed Plan and its Programs

- Have wide support within the two renewal committees and the public-at-large
- Address the identified needs while providing significant local control over spending decisions
- Allow for early delivery of critical improvements through bonding or borrowing
- Delivering projects faster = lower costs and quicker community benefits
- Allow flexibility, now and in the future
- Are accountable – performance indicators and measures included
- Provide for equitable distribution of transportation projects and services
- Do not increase taxes



PROMISES MADE. PROMISES KEPT.