

Draft Final

2026 Measure C Renewal Implementing Guidelines

DECEMBER 2026

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Introduction: Why Measure C Matters to Fresno County

For almost 40 years, **Measure C** has been Fresno County’s locally controlled funding source for transportation improvements. First passed by voters in 1986 and renewed in 2006, this half-cent sales tax has made possible:

- ✓ Major highway construction like SR-41, SR-180, and SR-168
- ✓ Repair and maintenance of thousands of miles of local streets
- ✓ Improvements to public transportation service, paratransit for seniors and people with disabilities, and safe walking and biking facilities

These investments have touched **every community in the county** — from rural towns like Mendota and Parlier to urban areas like Fresno and Clovis. Measure C, however, is set to **expire in 2027**. Without renewal, local communities risk losing **several billions of dollars** in transportation funding over the next 30 years.

The renewal proposal is about **continuing progress** — keeping roads safe, improving mobility, and preparing for the future, all while maintaining strict accountability so the public knows exactly how funds are spent.

Building on a Proven Legacy

The First Measure C (1986–2006)

The original Measure C in 1986 addressed Fresno County’s most urgent need at the time: **highway construction to reduce congestion and support growth**. It funded major projects like:

- ✓ Completing key segments of SR-41 and SR-180
- ✓ Building interchanges and widening highways to handle freight and commuter traffic
- ✓ Supporting regional connectivity so residents could travel more easily between communities

The 2006 Renewal (2007–2027)

As the region’s needs evolved, the 2006 renewal shifted priorities toward creating a transportation system focused on **maintenance, safety, and multimodal transportation**. Highlights include:

- ✓ More funding for local street repairs and pothole fixes
- ✓ Support for public transit services like Fresno Area Express (FAX) and Clovis Transit
- ✓ Investments in cleaner transportation, including bike and pedestrian facilities
- ✓ Programs focused on **air quality** and reducing emissions, reflecting growing environmental concerns

The 2027 Renewal Proposal

The next renewal looks ahead to the county’s needs over the next three decades:

- ✓ **Safer, well-maintained, existing neighborhood streets and roads** to reduce accidents and repair backlogs
- ✓ **Expanded public transportation options** to serve a growing young and aging population
- ✓ **Cleaner, more sustainable transportation choices** to address climate challenges and improve health
- **Support connectivity between and among rural and urban areas, as well as for freight and goods movement** critical to the Central Valley’s agricultural economy

Vision and Priorities

At its July 30, 2025, meeting, the 38-member Measure C 2026 Steering Committee approved the following vision statement and principles by 82 percent consensus: “Measure C envisions a reliable, safe, equitable, and connected infrastructure and transportation system that enables all residents to travel efficiently and safely, regardless of mode.”

The Steering Committee’s adopted Guiding Principles included:

- **Fix what matters most**
(repair and maintain existing local streets & roads)
- **Keep people safe**
(enhance lighting, road safety & safe routes to school)
- **Get people where they need to go efficiently**
(improve connectivity, accessibility, and affordability to essential services & amenities)
- **Improve transportation alternatives**
(invest in building & maintaining bikeways, pedestrian facilities, and public transit options)
- **Build strong, vibrant communities**
(add shade, trees and other features to combat heat & beautify transportation corridors)
- **Leave no neighborhood behind**
(invest across our county to strengthen all communities)
- **Foster innovation**
(make smart investments that keep our county competitive and connected—now & in the future)
- **Ensure a fair and transparent use of tax dollars**

Public Outreach

Public engagement activities for the Measure C Renewal Expenditure Plan began with a Steering Committee in March 2025. More than 40 local leaders and residents volunteered to participate as representatives of diverse sectors of Fresno County from both urban and rural communities. These leaders brought unique perspectives from various sectors of our community, including health care, education, faith-based organizations, labor, industry, transportation planning and facilities experts, social justice and environmental organizations, business, community-based organizations, and more. Over the 10-month Measure C Renewal Process period, the Steering Committee met 15 times, with the focus on identifying and evaluating transportation needs throughout Fresno

County. Steering Committee members, meeting dates, agendas and all materials are listed on the Measure C Renewal webpage at this link: <https://measurec2026.com/>

In addition, community engagement remained a key focus to gain clarity and common ground. To that end, Fresno County residents participated in community polling and outreach via the following methods:

- Public Polling
- In-Person Workshops
- Community Group Meetings
- Door-to-Door Surveys
- Focus Groups
- Inquiries
- Events
- Community Survey

In total, staff held 57 community meetings in both rural and urban settings and renewal information was presented at 14 events and over 53 meetings throughout the county. Additionally, online and in-person public surveys garnered 3,265 total survey respondents, as well as 4,022 additional comments.

Community outreach also focused on urban, rural and unincorporated areas by employing a door- to-door campaign. That effort produced input from 2,418 Fresno County residents from the following communities: Cantua Creek, Lanare, Tranquility, Orange Cove, Parlier, Kerman, Mendota, Caruthers, Coalinga, Del Rey, Five Points, Huron, Sanger, Biola, Reedley, Kingsburg, Fresno, Clovis, and San Joaquin.

Two-thirds (67%) voter approval will be necessary to pass Measure C in November 2026. To ensure that Steering Committee members were on target with this Expenditure Plan, over 10,000 voters and community residents were engaged early in the Plan.

How the Renewal Will Invest in the Community

Measure C is designed to **balance investments that improve neighborhoods** (like fixing potholes and repaving streets) with **increased connectivity** (like more public transit options and shared resources) while supporting **active transportation**. The following sections include details regarding each of the individual Renewal Programs. Each program has a different set of requirements and processes given the transportation needs and goals each are to address over the next 30 years. The Measure C Renewal Expenditure Plan Programs descriptions with allocation percentages of the Measure are listed below.

Existing Neighborhood Streets and Roads Repair and Maintenance Program (65%)

This program is intended to bring the road systems within the 15 incorporated cities and the rural unincorporated areas of Fresno County, including arterials, collectors, and neighborhood streets, to an average Pavement Condition Index (PCI) of 70, which is within the “Good” category as measured by engineers through a Pavement Management System (PMS). The PMS is defined as a set of procedures for collecting, analyzing, maintaining, and reporting pavement data, to assist decision makers in finding optimum strategies for

maintaining pavements in serviceable condition over a given period for the least cost. Funds go directly to cities and the county for local street and road repair, traffic safety, and neighborhood improvements.

Examples:

- Repaving residential streets
- Repairing sidewalks, alleys, adding crosswalks near schools

In addition, this program now encompasses the **Active Transportation** or the **Safe Bikes and Pedestrians Program** (including Class 1 - trails and Class 4 - protected bike facilities), as well as **Safe Routes to School, access for people with disabilities and a mixed-use development program**. As a result, this program will also address improvements and safety enhancements for bicyclists and pedestrians, including students, seniors and people with disabilities, as well as other related improvements. Active transportation projects that

Examples:

- building and maintaining bike and pedestrian facilities, and Safe Routes to School projects
- Building regional trail connections, new bike paths in growing neighborhoods, safer pedestrian crossings
- Adding and enhancing crosswalks with features like high-visibility paint, signage or flashing lights
- Funding Infill and mixed-use development
- Planning activities to get projects to shovel-ready status

Public Transportation Program (25%)

This Program will address public transit systems and services throughout the County including Fresno Area Express (FAX), Clovis Transit, and the Fresno County Rural Transit Agency (FCRTA). The funding should be used for improving bus, microtransit and Bus Rapid-Transit (BRT) frequencies, paratransit services, and transit infrastructure like shelters and transfer centers and point-to-point programs for seniors, veterans and mobility-challenged individuals. Transit agencies should develop expansion plans by January 1, 2030 to inform voters how they intend to use and leverage revenues, while ensuring affordability.

Examples:

- Expansion of FAX routes
- Clovis Transit enhancements
- FCRTA rural transit support and expansion (Westside transit services)
- Senior Scrip, carpools, vanpools, and agricultural vanpool programs

Regional Connectivity Program (5%)

This program will address project funding and implementation in the urban (Clovis and Fresno spheres of influence) and rural (remaining County and rural incorporated cities) areas. Such projects will be of benefit to multiple jurisdictions and enhance connectivity along major corridors to strengthen connections within the urban area and between the cities and rural communities. It provides matching funds for major projects

benefiting multiple jurisdictions such as interchange upgrades, improvements to major arterials, bridge improvements/replacements, Fresno International Airport improvements and freight corridor improvements.

Examples:

- State Route 99 upgrades
- State Route 180 extensions
- Freight route safety enhancements
- County arterial roads

Access and Innovation Program (4%)

This program will improve access to public transportation systems regionwide, providing more efficient and effective delivery of services while improving air quality and health. It provides funding for innovative projects and programs using technology to provide capacity improvements.

Examples:

- Demonstration, deployment, or evaluation projects that promote early deployment and demonstration of innovation in public transportation that has broad applicability
- Planning and construction of urban and rural multi-modal regional transportation hubs
- Zero-emission infrastructure
- Digital connectivity
- Grid capacity and energy storage
- Zero or low-cost public transportation fares for special populations

Administration, Performance Measures, Requirements and Indicators Program (1%)

This Program includes administration and planning activities of the FCTA and Fresno COG. Administration also includes oversight. (Specifics regarding the Citizen Oversight Committee are also included at the end of these guidelines.)

Examples:

- Administration with appropriate staffing to ensure effective and efficient collection, auditing, outreach and other functions associated with using Measure C funds
- Providing effective and timely public notification for updates, amendments, reviews
- Creating, maintaining and disseminating information from a public database focused on outcomes, performance metrics, etc.
- Providing technical assistance, enabling jurisdictions to comply with the requirements and leverage funds to implement projects

(In public outreach materials, a pie chart will show the share of funding dedicated to each category.)

Implementing Guidelines

Purpose

These Implementing Guidelines have been prepared to help guide the Measure C Renewal Expenditure Plan. The Expenditure Plan will specify how a projected \$7.39 billion in transportation funds, generated through Fresno County’s half-cent transportation sales tax over the next 30 years, will be allocated to the various transportation programs. Specifically, these Guidelines will ensure that promises made to Fresno County voters will be kept through a set of requirements specific to each Expenditure Plan Program.

Following approval of the Renewal Expenditure Plan and these Guidelines, and beginning in 2027 and every two years thereafter, the Fresno County Transportation Authority (FCTA) will prepare a Measure C Renewal Strategic Implementation Plan (SIP). The SIP will further detail implementation requirements, provide more specifics regarding actual Measure C Renewal proceeds by program, amendments to these Guidelines, reporting, monitoring, claims and disbursement processes, and provide further clarity on project eligibility, performance indicators and measures. The Guidelines will aid the FCTA, Fresno Council of Governments (Fresno COG), 16 local agencies, and other responsible agencies with information including the following:

- ✓ General purpose of each Measure C Renewal Program
- ✓ Implementing agencies or those agencies responsible for implementing the Renewal Program and eligible to receive associated Measure C funding
- ✓ Important definitions of related program requirements, methods, or other processes
- ✓ The percentage of Measure C Renewal funding and the initial amount of funding allocated to each Renewal Program
- ✓ Other requirements specific to each Renewal Program
- ✓ The list of eligible projects for which Measure C Renewal funding can be claimed

Guideline Amendment Process

Revisions or amendments to these Implementing Guidelines shall follow the same amendment process established for the Measure C Renewal Expenditure Plan under Administration, Expenditure Plan Amendments. All proposed amendments will be preceded by a robust community outreach process to notify the public of the proposed changes to allow for ample opportunity for public feedback and an opportunity to have their “fingerprints” on the Expenditure Plan.

Program Management

If approved by the voters, this Measure C Renewal will require substantially more monitoring, analysis, and reporting than the current Measure. The Fresno County Transportation Authority (FCTA) may seek the assistance of a program management firm and/or additional staff. The primary responsibility of enhanced program management would be to assist with developing and monitoring performance measures as discussed in the Renewal Expenditure Plan and in these Implementing Guidelines. Enhanced program management responsibilities are part of the Administration category

In addition, two 10-year review periods (in 2037 and 2047) will be incorporated into the Measure’s timeline, with a robust public outreach process and notification requirements to determine whether the established metrics are meeting their intended goals and whether new transportation options should be included or older ones modified.

Performance Indicators and Measurements

Once the Measure C Renewal Plan and Implementing Guidelines have been approved by Fresno COG and adopted by the Authority, staff will begin working with each of the local (and other interested) agencies and individuals to develop performance measures specific to each of the Programs. These Guidelines include performance indicators for each Renewal Program that must be incorporated by any subcommittee formed to further identify indicators and to develop performance measures for each of the Programs.

Data collection will be key to measuring performance and evaluating trends. Transportation data will also be useful for agencies or groups involved in transportation research. In addition to the data collected for performance indicators and measures, there will be other data requirements that will be included in the Renewal Strategic Implementation Plan (SIP). The SIP will also provide additional detailed guidance for performance, oversight and tracking metrics addressed generally in the Implementing Guidelines.

Reporting Requirements

- ✓ On an annual basis, agencies will submit to the Authority the list of completed projects that used Measure C Program funding for some or all of the project costs.
- ✓ Agencies that use some or all of the Existing Neighborhood Streets and Roads funds for services will identify how these funds were used as a part of their annual report to the Authority.
- ✓ Other required reporting and monitoring requirements will be included in the SIP.

Local Hiring Preference

Measure C-funded projects provide direct and indirect economic benefits to the County through investments in infrastructure and related economic activities associated with construction projects. Measure C projects will provide good paying jobs to Fresno County businesses and residents. FCTA and Fresno COG, working in connection with the member agencies, will develop reasonable local hiring and contracting goals to help ensure those benefits are maximized. These goals will be included in the Measure C Strategic Implementation Plan prior to July 1, 2028.

The Existing Neighborhood Streets & Roads Repair and Maintenance Program

Overview & Purpose

The Existing Neighborhood Streets and Roads Program is intended to deliver safer, smoother streets, including bicycle and pedestrian improvements, to build an effective, connected, and sustainable transportation system for Fresno County's future. The program includes repairing, rebuilding, and maintaining the road system to improve travel time and accessibility, traffic safety, and public health, as well as addressing transportation costs and supporting community-based planning. This program also includes eligible Active Transportation expenditures, such as funding for bike, pedestrian and trail facilities and services, Safe Routes to School expenditures, to reduce injuries and fatalities by making streets and school zones safer for pedestrians and cyclists, and infill and mixed-use development expenditures, to reduce automobile trips and vehicle miles traveled (VMT), thereby improving air quality, reducing greenhouse gas (GHG) emissions, and improving health. The program has five overarching goals:

- Bring the road systems within the 15 incorporated cities and the rural unincorporated areas of Fresno County, including arterials, collectors, and neighborhood streets, to an average Pavement Condition Index (PCI) of 70, which is within the “Good” category
- Maintain and build 120 miles of new bike and pedestrian (Class I or Class IV) facilities by 2057, as identified by the Master Plan for each jurisdiction
- Improve walkability, safety, and connectivity for students and reduce serious and fatal injuries.
- Maintain the jurisdictions' Class I, II and IV facilities to ensure both safety and comfort
- Reduce greenhouse gas emissions
- Increase access to jobs, services, school, housing and other important destinations via pedestrian and bike facilities, and public transit services

Repairing, rebuilding, and maintaining the road system will have long-term benefits for future generations of Fresno County residents. The current countywide PCI is approximately 65 and raising it to a PCI of 70 will cost approximately \$5.4 billion over 10 years. If this goal is not accomplished within 10 years, the cost will escalate, primarily due to more roadways falling into disrepair.

To reach this average PCI goal, agencies must also perform preventative maintenance to prevent roads in “Good” condition from degrading into “Fair” or “Poor” condition. The \$5.4 billion cost includes funding for preventative maintenance treatments for roads currently in good condition, as well as funds for rebuilding failing roads.

Required Metrics

1. The average Pavement Condition Index (PCI) for each jurisdiction will be 70, including arterials, collectors, and neighborhood streets.
2. Maintain and build 120 miles of new Class I or Class IV facilities by 2057, as identified by the Master Plan for each jurisdiction.
 - a. The urban areas (Fresno and Clovis) shall be responsible for 84 miles
 - b. The remaining cities and the County shall be responsible for 36 miles

- i. Requirement (b) above applies to any jurisdiction responsible for producing its own Active Transportation Plan to be competitive for State120 Active Transportation funding.
- c. Safe Routes to Schools projects that include new Class I or Class IV facilities may be counted toward satisfying the requirements noted above.
- d. Up to 20% of this requirement may be met by routine maintenance
3. Each year, a minimum of five Safe Routes to Schools projects per year will be completed that result in improved walkability, safety, and connectivity for students and reduce serious and fatal injuries. **(To be addressed in SIP)**
 - a. Jurisdictions (collectively) may meet this minimum by ensuring that at least 50 projects have been completed every 10 years
 - b. To ensure safe routes to schools, improved safety and accessibility for walking and biking within a mile radius of school zones via infrastructure and engineering improvements and traffic calming strategies will be completed.
4. The Fresno County region will have the goal of reducing greenhouse gas (GHG) emissions, as prescribed by targets established quadrennially through the California Air Resources Board.
5. Fresno County residents will have increased access to jobs, services, school, housing and other important destinations via pedestrian and bike facilities, and public transit services

Eligible Agencies

Eligibility is limited to the 15 incorporated cities and Fresno County. Distribution of these funds is based on a formula of 80% population and 20% road miles. Fresno COG will be eligible for the cost associated with performing the triennial Pavement Management System surveys and reports.

Program Implementation

Each agency must determine how to manage its road systems using a combination of road repair and preventative maintenance strategies. To assist with that effort, a triennial countywide pavement condition survey (PCS) will be conducted, with the results furnished to each agency¹. Funding for these surveys will come from the Existing Neighborhood Streets and Roads Repair and Maintenance Program. The agencies will then be required to develop an annual Capital Improvement Program that addresses their pavement repair and maintenance strategies (updated triennially in conjunction with the pavement survey). Development and implementation of the pavement repair strategies is an eligible expense within this Neighborhood Streets and Roads Repair and Maintenance Program. These five-year Capital Improvement Programs will be submitted to FCTA as they are updated. The FCTA Board will use these plans and the triennial pavement survey to evaluate progress towards the 70 PCI goal.

Independent financial audits of the Existing Neighborhood Streets and Roads Repair and Maintenance Program will be performed annually to verify that funds were expended consistent with these program requirements. Agencies found to be out of compliance shall be subject to withholding of program funds until appropriate reimbursements are made.

Every three years the Fresno County Transportation Authority (FCTA) will conduct a compliance evaluation to demonstrate how jurisdictions have spent their Existing Neighborhood Streets and Roads Repair and Maintenance Program funds. Agencies, however, will be allowed to accumulate funds for up to six years if

¹ Agencies may perform their own pavement survey.

needed for match purposes or for a large project. If an agency is not in compliance with the three-year requirement, the Authority shall withhold funds until the jurisdiction is compliant. Repeated non-compliance shall be subject to reallocation of funds as determined by the FCTA Board.

By January 1, 2029, all jurisdictions within Fresno County will have updated their Active Transportation Plan (ATP) for Class I, II, III and IV facilities that promote connectivity and complete streets within the Fresno County region and its urban areas. Measure C funds from this category may be used to pay for development of the ATP. It must include:

- ✓ A regional sidewalk inventory to assess and improve the connectivity and accessibility of sidewalks and pathways
- ✓ Actionable steps to improve and build new sidewalks, pathways, and bicycle facilities in existing neighborhoods to facilitate travel within the region that connects to major points of interest or destination centers (e.g., job centers, education, parks and outdoor spaces, medical services, etc.)

The Active Transportation Plan or Fresno Regional Active Transportation Plan will be the guiding documents for upgrade and/or installation of such facilities.

Active Transportation projects shall be included in a local agency five-year Capital Improvement Program (CIP) or Annual Expenditure Plan (AEP), or an annual budget, or by a resolution approving an eligible project or list of projects and/or programs at a public hearing of each local agency.

Performance Indicators

Performance indicators include, but are not limited to the following:

- Pavement Condition Index (PCI), including the PCI for each neighborhood road
- Funds expended consistent with Program requirements
- Percentage of funds expended in disadvantaged areas
- Amount of funds bonded and advanced
- Lane miles paved by classification (arterial, collector, neighborhood street)
- Timely use of funds
- Matching funds obtained
- Miles of missing “path of travel” completed
- Number of Safe Routes to Schools projects completed by jurisdiction
- Miles of Safe Routes to Schools projects completed by classification
- Miles of new Class I and Class IV facilities by classification
- Miles of pedestrian or bicycle facilities maintained by classification
- Miles of new bicycle facilities included on new road projects by classification
- Annual vehicle miles traveled, by jurisdiction, if feasible
- Cost per mile by project and classification

Definitions

Funding within the Existing Neighborhood Streets and Roads Repair and Maintenance Program must be used exclusively for street maintenance, repair, or rehabilitation as defined below:

- **Maintenance** means either or both of the following:
 - Patching
 - Overlay and sealing

- **Reconstruction** includes any includes any milling and overlay or pavement structural section replacement (i.e. full reconstruction, cold-in-place recycling, full depth reclamation), 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. It 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 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.

These Existing Neighborhood Streets and Roads Repair and Maintenance Program funds are limited to repairs and maintenance on the existing roadway and shoulder structural section. Repairs to adjacent curb and gutter may be included where necessary to maintain proper street drainage. New sidewalks, bicycle or pedestrian facilities, or curbs and gutters are also eligible under this Program. However, other funding sources, including non-Measure C funding, may be combined with these Existing Neighborhood Streets and Roads Repair and Maintenance Program funds to address the entire roadway prism under one project. It is highly recommended that this “combined funding” approach be used whenever feasible to provide the best overall complete street system for neighborhoods and to reduce overall costs under a single contract.

Roadway restriping to repurpose existing travel lanes for bicycle facilities as a part of a pavement repair project is allowable if it does not increase the overall paved width.

The following Active Transportation Program definitions apply. Jurisdictions shall certify to the Authority that these guidelines have been met in the use of Measure C Renewal funds.

- **Rural trails** are not required to be Class I facilities. Rural trails will generally be located in areas outside of the incorporated cities. Rural trails will typically be recreational in nature. Design guidance for rural trails is not well defined in the California Highway Design Manual (HDM). These types of facilities should follow design and construction guidance as contained in the 2015 California State Parks Accessibility Guidelines, or similar guidance documents. The link is provided below.

<https://www.parks.ca.gov/pages/21944/files/exhibite.pdf>

- **Class I facilities** are not limited to bicycle use but are also available for pedestrians. Within these Renewal Implementing Guidelines and in the Renewal Expenditure Plan, they will be referred to as Class I facilities, or bicycle or shared use paths. Refer to Caltrans Highway Design Manual (HDM) Chapter 1000, where feasible, for definitions of the various types of facilities.
 - Class I shared-use paths built with Measure C Renewal funds shall, at a minimum, be designed in accordance with the design criteria for bicycle paths as set forth in the HDM, Chapter 1000, Bikeway Planning and Design. Within the Fresno Clovis Metropolitan Area, Class I facilities built with Measure C funds shall be 12 feet minimum in width, where feasible.
 - Within the Fresno Clovis Metropolitan Area, Class I facilities built with Measure C Renewal funds shall be built so that at-grade crossings are limited to one every one-half (1/2) mile at signalized intersections for new developments provided that this does not violate property owner rights, where feasible.

- Class I facilities built within existing neighborhoods shall be built so that mid-street crossings on collectors, arterials, super-arterials or expressways should be either (a) controlled by an at-grade pedestrian waiting mechanism, signalized or otherwise flashing crossing or alternative warning devices, or (b) built with a grade separated crossing when these are warranted due to pedestrian or bicycle safety risks, where feasible.
- Canal banks in existing neighborhoods that cannot be paved may be considered a Class I facility for the purpose of this Measure.
- **Class II bikeways (bike lanes) and Class III bikeways (bike routes)** will be designed and installed in accordance with the California Highway Design Manual (HDM), Chapter 1000, Bikeway Planning and Design, and the California Manual on Uniform Traffic Control Devices (CA MUTCD).
- **Class IV bikeways (separated bikeways/cycletracks)** will be designed and installed in accordance with Caltrans Design Information Bulletin 89.

Any new or modified types of facilities are eligible for Existing Neighborhood Streets and Roads Repair and Maintenance Program funding provided they are included in any future revision of the Caltrans HDM or related design guidance.

Funding Allocation

The Existing Neighborhood Streets and Roads Repair and Maintenance Program consists of 65% of Measure C Renewal Expenditure Plan revenues projected to be \$4.8 billion over the 30-year Measure. A minimum base of \$400,000 per year shall be allocated to each agency, and then the annual 80% population / 20% road mile formula would be applied to determine the total funding allocation by local agency under this Program. The Authority Board will consider bonding future revenues to accelerate this effort and will encourage local agencies to consider bonding or borrowing options to advance this work. The \$4.8 billion is intended to reflect potential bonding costs, as well as the fact it may take longer than 20 years to reach the 70 PCI target.

Program Requirements – Repair, Maintain and Construct Local Streets and Roads

1. Funds allocated to each agency shall supplement, not supplant other sources of revenue available for the five program areas under this section.
2. Local streets that connect to homes, schools, parks, services, public transportation, and places of employment shall be prioritized for improvement first. Each local street and road will reach 65 PCI or above.
3. No more than 5% of Existing Neighborhood Streets and Roads Maintenance Program funds can be spent on road expansion or capacity projects.

The Measure exempts spending on road expansion or capacity-enhancing projects when they demonstrate significant safety or mobility benefits as supported by traffic studies that demonstrate reductions in fatalities and serious injuries, for all road users. Eligible projects include: a. Dedicated public transportation lanes; b. Dedicated and protected Class I or Class IV facilities; c. Safety-motivated turn lanes or intersection improvements protecting all road users and that do not impede bicycle or pedestrian facilities.

4. Projects funded in part or entirely with Measure C revenues must incorporate design and implementation elements that address heat, increased precipitation and flooding, wildfire management, and improve air quality. This includes:

- a. Where feasible, adding and maintaining tree canopy along pedestrian walkways, bicycle facilities, and trails in public right-of-way
 - i. All projects shall show an analysis of which elements have been considered for each project. If found not to be feasible to include trees or shade canopy elements, projects shall be required to document why elements were not included.
 - b. Priority shall be given to neighborhoods and communities with lower tree canopy coverage
 - c. Adding curb and gutter and stormwater drainage, where feasible
 - d. Vegetation management
5. Funds shall not be used to support new growth areas or new town development not in existence as of passage of this Measure.
 - a. Investment in transportation infrastructure for new development shall be limited to areas within the legal boundaries of each jurisdiction:
 - i. Infill development is defined as: a contiguous area located within an urbanized area that has been previously developed, or where at least 75 percent of the perimeter of the area adjoins parcels that are developed with urban uses.
 - ii. Infill areas are areas identified by Fresno COG in its VMT screening tool as a lower than regional average VMT or within a high-quality transit area:
<https://www.arcgis.com/apps/dashboards/8c52b2d1f61b48f89312c904935f5d9b>
6. The County of Fresno is annually required to spend a minimum 7 percent per year of its local allocation in identified Disadvantaged Unincorporated Communities as defined by Government Code 65302.10.
7. In line with the Guiding Principles, funds shall be prioritized for 1) existing neighborhood roads with the lowest PCI and 2) consistently identified project areas in need of improvement in disadvantaged neighborhoods and communities.
8. All streets and roads constructed or improved in whole or in part with Measure C funds shall include “Complete Street” features, where feasible. A complete street is defined as a transportation facility that is planned, designed, constructed, operated, and maintained to provide comfortable and convenient mobility, and improve accessibility and connectivity to essential community destinations for all users, regardless of whether they are traveling as pedestrians, bicyclists, public transportation riders, or drivers.
9. Streets and roads that use the Existing Neighborhood Streets and Roads Repair and Maintenance Program funds for street maintenance and repair are encouraged to include complete street elements that do not require additional pavement width.
10. Each jurisdiction should adopt and follow “dig once” construction project principles, requiring public and private roadway projects to accommodate the installation of conduit to support community needs. (e.g. broadband fiber optics, stormwater systems, sidewalks, etc.).

Eligible Projects/Programs - Repair Maintain and Construct Local Streets and Roads

1. Repaving and reconstruction of existing local streets to prevent deterioration of the roadway system, based on an industry-standard pavement management system designed to inform cost-effective roadway maintenance. Components for routine accommodation of bicycle and pedestrian travel shall be incorporated, as appropriate, as part of construction projects, including sidewalks, bicycle facilities, rehabilitation and curb ramps and elements to improve resilience, safety, and accessibility. Includes project development and capital costs.

2. Public sidewalk repair, reconstruction, and construction in existing neighborhoods. Maintenance of additional pedestrian facility improvements including pedestrian bridges, retaining walls, and guardrails. Maintenance of pedestrian and bicycle safety improvements, including but not limited to: safe-hit posts, painted safety zones, green bike lanes, and crosswalks, as well as rehabilitation of other bicycle facilities such as paths. This includes project development and capital costs.
3. Programmatic improvements to the transportation system to make it safer for all users and help achieve greenhouse gas (GHG) reduction goals. Projects may include but are not limited to:
 - a. Traffic calming to reduce vehicular speeds and improve safety; new or improved pedestrian safety measures such as ladder crosswalks, corner bulb-outs, and pedestrian islands in the medians of major thoroughfares; new and upgraded bike lanes and paths; traffic striping and channelization; bicycle and personal mobility device parking facilities such as bike/scooter racks and lockers. Quick builds (e.g., paint and safe-hit posts), pilots, permanent improvements, intersection redesigns, and larger corridor projects are eligible. Related landscaping components may be included.
 - b. Installation (new), maintenance, and upgrade of traffic signs and signals (including for pedestrians and bicyclists); red light enforcement cameras and closed-circuit TV and communications systems (e.g., Changeable Message Signs) for incident and special-event traffic management.
4. Multimodal street improvements to improve pedestrian, bicycle, transit, and vehicle circulation and connectivity.
5. Pothole repair, crack sealing, slurry seal, asphalt overlays, resurfacing, slab replacement, permeable pavement, vegetation control, curb/gutter, stormwater and drainage, shoulder grading, guardrail and barrier repair, bridge maintenance, sign and marking upkeep, street sweeping, landscaping and beautification, snow and ice removal.
6. Streetlights, signals, traffic calming and other safety features: standard traffic lights, flashing signals, green arrows, pedestrian signals, out-of-service signals, guardrails, rumble strips, sign and pavement marking, speed humps, speed tables, raised crosswalks, and horizontal devices, such as roundabouts, and curb extensions (bulb-outs); traffic signal timing, traffic operations centers and Intelligent Transportation System components.
7. Sidewalk, alleys, bikeways, and pedestrian safety - repair and new: sidewalks, Americans with Disabilities Act (ADA)-compliant infrastructure, crosswalks (marked and unmarked), traffic calming (flashing beacons, lighting, neighborhood slow zones, pedestrian and bicycle over- and undercrossings, pedestrian paths, walkways, bikeways and protected bicycle facilities.
8. New ADA-compliant curb ramps and related roadway work to permit ease of movement. Reconstruction of existing ramps. Includes project development and capital costs.

Examples of eligible projects/phases - Repair Maintain and Construct Local Streets and Roads:

- Planning and environmental analysis
- Conceptual and preliminary engineering
- Design engineering (PS&E)

- Right-of-way acquisition, support and relocation
- Utilities relocation
- Construction (rehabilitation, maintenance and/or reconstruction) of streets and roads, unpaved roads, and alleys
- Inspection of construction engineering
- Direct staff time (salary and benefits)
- Consultants selected consistent with a local agency selection process
- Construction contractors selected consistently with a local agency selection process
- Labor, materials, and equipment for day labor
- Public engagement and education programs
- New technology applications

Eligible Projects/Programs - Active Transportation

1. Funds shall be used to create a comprehensive, connected network of pedestrian and bicycle routes that link homes, workplaces, schools, parks, transit, and other key destinations that are comfortable and convenient.
2. Funds may be used to redesign existing streets to be Complete Streets, prioritizing non-car options, increasing safety and comfort of pedestrians and cyclists, and providing excellent connections to transit.
3. Every street or road 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 or road, where feasible.
4. Facilities built and maintained by the State of California and projects, for either routine maintenance or traffic safety purposes, are exempt from this requirement; however, Caltrans should be encouraged to implement these features where feasible and consistent with Caltrans regulations.
5. Any maintenance to a street or road 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.
6. Every expressway, super-arterial, arterial or collector road within the County constructed in whole or in part with Measure C funds shall include accommodations for bicycle travel at minimum by a striped shoulder with a minimum width of four feet (4'). This 4' shoulder may be provided as a bike lane or a cycletrack. If an existing expressway, superarterial or collector road is reconstructed and reconstruction includes pavement widening, that project will also be subject to this requirement.
 - a. All such roadways within the County receiving pavement reconstruction (without pavement widening), rehabilitation or an overlay, slurry seal, chip seal, or seal coat funded in whole or in part with Measure C funds shall include accommodations for bicycle travel at a minimum by a striped shoulder with a minimum width of four feet (4') unless there is insufficient pavement width or if there are other constraints as determined by a licensed engineer. This 4' shoulder may be provided as a bike lane or a cycletrack.
 - b. On a multilane roadway, conversion of travel lanes to bicycle facilities is eligible and recommended, provided the responsible agency has determined that excess roadway capacity exists and that the bicycle facilities are allowable.

Owing to the different costs associated with Class I and Class IV facilities, funding for this requirement must be roughly equivalent based on expenditures. Functionally, this equates to more miles of Class IV than Class I facilities. This requirement may also be met through a combination of other State, Federal and local funding sources, aside from Measure C. Safe Routes to Schools projects that include Class 1 or Class 4 facilities may be counted toward satisfying this requirement.

Privately owned streets and roads are not eligible for funding under this Program.

Examples of eligible Active Transportation projects:

- Active Transportation Plans and Studies (local agency staff or consultant services)
- Regional Active Transportation Plan (FCTA/FCOG staff or consultant services)
- Class I-IV bicycle projects
- Class I-IV facility maintenance as further defined in this section
- Pedestrian facilities (sidewalks, other)
- Safe Routes to Schools
- Safety projects
- Traffic control devices
- Street or trail lighting
- Signage
- Shoulder Improvements
- Curb ramps, accessible pedestrian signals (APS), other related improvements
- Public engagement and public education programs
- New technology applications
- Transit-Oriented Development (TOD)
- Development and application of performance measures or criteria by the Authority and Fresno COG

Eligible investments would include all recognized project phases including:

- Planning and environmental analysis
- Conceptual and preliminary engineering
- Design engineering (PS&E)
- Right-of-way acquisition, support and relocation
- Utilities relocation
- Inspection of construction engineering
- Direct staff time (salary and benefits)
- Consultants selected consistent with a local agency selection process
- Construction contractors selected consistent with a local agency selection process.
- Labor, materials, and equipment for day labor

Other requirements:

- Compliance check
- Fund accumulation and non-compliance requirements
- Claims process/disbursements
- Monitoring/reporting requirements
- Audit process
- A local jurisdiction may use existing neighborhood streets and roads program funding to support transportation infrastructure and other related costs to enable infill multi-use housing within existing

neighborhoods. Each jurisdiction shall ensure that at least 20% of units within the project are restricted to extremely low, very low, and low-income units.

Bicycle and Pedestrian Facilities Maintenance

“Ongoing maintenance” is defined as including:

- Tree and shrub trimming, tree stake retying, replacement, or removal
- Fertilizing and weed control chemicals and their application
- Weed removal
- Potholes, breaks in the asphalt surface, or tree root uplifting
- Irrigation system repair and upkeep (e.g., repair breaks, missing heads, etc.)
- Repair or reset timers
- Replace or repair stolen or damaged wires
- Litter removal
- Replace burned out light bulbs
- Pavement resurfacing
- Installing or replacing signage
- Restriping any median lines
- Paying for the cost of water or electricity
- Maintenance at adjacent trail heads or parks

Safe Routes to School (SRTS)

1. Funds may be used to support Safe Routes to School (SRTS) infrastructure and non-infrastructure programs, e.g., education, outreach, and planning to support safe transportation to and from schools.
2. Each jurisdiction is required to coordinate with school districts within their boundaries to ensure the highest-priority SRTS projects are funded each year.
3. Funds shall be used to prioritize SRTS projects identified as highest priority and urgency.
4. Funds may be used to reach compliance with AB 382, lowering speed limit in school zones to 20 MPH by January 1, 2031. When updating signage and other compliance needs in school zones, jurisdictions may, and are encouraged to, make other SRTS improvements at projects where needed and appropriate.

Every 10 years throughout the life of this Measure, numbers of serious injuries and fatalities of students will be assessed for reductions in all school districts. If reductions are not met at each 10-year mark, a plan shall be required for meeting reduction metrics in future years.

The Public Transportation Program

Overview & Purpose

The Public Transportation Program is intended to support an integrated, rapid, resilient, and cost-effective transit network connecting the places where people live, work, and play. Public Transportation plays an essential role in advancing equal opportunity in Fresno County. Improving public transportation benefits everyone by making transportation more accessible, efficient, and safe. Through increased frequencies, quality service, and improved routes, public transit programs will encourage people to minimize single-occupancy vehicle trips, provide enhanced mobility options, and improve air quality in our region.

Current public transportation operations do not transport people to all the places they need to go and do not operate at the times people may want to travel. Additionally, the growing cost of housing in Fresno County and lack of services in the rural areas often forces longer commutes and trips to access health care and groceries. Funding public transit will allow operators to expand services and make transit more available for everyone. While expanding these services, it is important to continue zero or low-fare transit services for special populations to reduce the financial burden on riders. However, a public transportation trip should be considered door-to-door, not stop-to-stop, so improving transit goes beyond improving the services. Public transportation users must often walk or bike to a transit stop. Providing safe, low-stress, and ADA accessible bicycle and pedestrian facilities are critical to safety. This also includes providing ongoing maintenance on sidewalks, bike paths, and at bus stops and bike racks. Projects funded under other programs funded by this Measure should be in alignment with this section, when feasible.

In addition to the physical trip to a bus stop, providing more real-time information makes a smoother journey for all transit users. While some operators have implemented technological improvements to collect and share more real-time information, obtaining accurate and timely information can be challenging. Ensuring accurate and timely information through physical kiosks and real-time apps can help riders plan their trips with ease. Making public transportation more available, safer, and connected provides more opportunities, attracts more riders, and benefits our entire region.

Required Metrics

1. Increased public transportation ridership by 2047
2. 15-minute frequencies in urban areas, based on high-frequency demand, substantial public input and potential high ridership. For rural areas, comparable travel times to personal vehicle use or similar metric to be developed as part of the Strategic Implementation Plan (SIP)
3. Enhance accessibility by reducing the average distance or time it takes to get to more destinations
4. Increase in microtransit and on-demand transit services across the county, as determined by each public transportation provider.
5. Enhance connectivity by minimizing the number of transfers required for common routes and reducing transfer wait times as measured in Fresno COG's Annual Transit Productivity Evaluation
6. Enhance reliability and efficiency by improving on-time performance, measured by the percentage of trips that run on schedule from origin to destination.
7. Reduce travel time by reducing the average trip duration from origin to destination.
8. Improve public transit-supportive infrastructure by increasing the number of bus stops that meet accessibility standards as required by local, State and Federal law and assuming right-of-way is available to support.
9. Increase the proportion of multimodal access points that are ADA compliant, as required by local, State and Federal laws where possible
10. Increase bicycle, sidewalk, and pedestrian facilities infrastructure leading to bus stops, working with public works department(s) of area jurisdictions to add to public works projects, as feasible.

11. Increase accessibility of schools, population centers, employment centers, and other services with multiple modes of transportation
12. Maintain and expand transit services and programs for those with special needs – students, veterans and active military seniors, and persons with disabilities, and low-income populations
13. Increased opportunities for community residents’ participation, representative of Fresno County’s geographic and demographic characteristics, following federal Title VI reporting and documentation and language(s) of study area(s).

Eligible Agencies

Urban and Rural Public Transportation proceeds will be allocated to each of the following agencies:

- ✓ Clovis Transit
- ✓ Fresno Area Express (FAX)
- ✓ Fresno County Rural Transit Agency (FCRTA)

Each of the three public transportation providers will receive an annual allocation of Measure C Renewal funding for improving public transit services. Fresno COG will receive periodic funding to update the Regional Long-Range Transit Plan.

FAX and Clovis Transit are the urban public transportation operators in Fresno County, while FCRTA provides services within the 13 rural incorporated cities located outside the Fresno-Clovis metropolitan area (FCMA), as well as intercity service, which focuses on providing trips from the small, incorporated cities and the unincorporated communities within Fresno County to the FCMA.

Program Implementation

Allocation made by the Authority to the public transportation agencies will be:

- Clovis Transit - 10%
- FAX - 70%
- FCRTA - 20%

Allocations to update the Regional Long-Range Transit Plan are allowable up to actual costs of staff or consultant time and expenses.

Public transportation projects shall be included in a local agency Capital Improvement Program (CIP) or annual budget, or by a resolution approving an eligible project or list of projects and/or programs at a public hearing of each local agency

By January 1, 2030, each public transportation agency shall have developed and adopted an updated short-range service plan covering the next two- to five years that promotes system connectivity and accessibility, closes service gaps, and improves and may expand service levels, based on needs.

1. Each public transportation agency is required to engage the public, host public meetings, and allow for review and comment prior to plan adoption. The final plan must explicitly address how community input was integrated in the final plan, as seen and reported in a Title VI evaluation study
2. Public efforts must ensure translation and interpretation; meetings held at accessible locations and convenient times; as well as any reasonable accommodation requested by members of the public to enable robust participation.

Performance Indicators

To ensure that Measure C funds are allocated to effective programs that provide measurable results in reducing single-occupant auto use, eligible projects, programs, and services will be evaluated in accordance with the performance indicators and measures process noted below.

Urban and rural public transportation operators are required by California State law under the Transportation Development Act, (TDA) to undergo performance audits every three years. In general, there are six performance indicators that are used to determine how effectively and efficiently a public transportation operator is operating from a fiscal perspective. Those six performance indicators are:

- ✓ Operating cost
- ✓ Fare revenues
- ✓ Vehicle service hours
- ✓ Vehicle service miles
- ✓ Number of passengers
- ✓ Number of employees

There are also up to 10 transit performance measures, which are derived from these indicators:

- ✓ Operating cost per passenger
- ✓ Operating cost per vehicle service hour
- ✓ Operating cost per vehicle service mile
- ✓ Passengers per vehicle service hour
- ✓ Passengers per vehicle service mile
- ✓ Farebox ratio
- ✓ Vehicle service hours per employee
- ✓ Vehicle service mile per vehicle service hours
- ✓ Fare per passenger
- ✓ Safety and Security Events (including major vs minor incidents, Passenger Assaults and Employee Assaults)²

The results of these performance measures vary significantly among the urban and rural operators as their service areas and customer base are unique. As a result, it will be necessary to develop detailed performance measures within the Strategic Implementation Plan (SIP) that will serve as a companion implementation document to the Measure C Renewal Expenditure Plan and to these Guidelines. To ensure development of quality performance measures for public transportation, it is envisioned that a *Measure C Transit Subcommittee* with technical support of staff from the urban and rural transit agencies along with FCTA and Fresno COG will be formed to review and share in the development of performance measures. These and/or other indicators, criteria or objectives will be taken into consideration to develop performance measures when evaluating the Urban and Rural Public Transit Program.

Funding Allocations

Approximately 25% of Measure C funding is provided to fund improvements to the existing and planned public transportation systems and facilities in the urban and rural areas of the County.

Funds shall be allocated to the three public transportation agencies within Fresno County (Fresno Area Express, Clovis Transit, Fresno County Rural Transit Agency) for the following purposes:

² New requirement for larger operators in 2024.

- a. Operations, maintenance, and capital costs of maintaining and expanding public transportation services
- b. Expanded hours and increased frequencies; evening and weekend service, non-emergency medical transportation; increased frequency between and among cities / communities; first and last mile connections; emergency planning; service integration (system and tech), paratransit service; community shuttles; university / college transit options
- c. Deployment of buses, microtransit, carshare, vanpool, and bus rapid transit or light rail services
- d. Public transit supportive infrastructure such as: ADA infrastructure, sheltered and weather protective bus stops; lighting at bus stops; trash disposal, enhanced pedestrian and bicycle facilities that improve access to transit stops; optimized traffic signals to optimize for smoother traffic flow; investments in modern vehicles and technology like real time tracking and audible announcements for passengers. At main hubs and transit centers where possible, public transportation operators are encouraged to consider water stations and public restrooms.

Before funds are allocated to public transportation agencies within Fresno County, the Authority must ensure sufficient revenues are available for continued support for paratransit curb-to-curb, van, taxi, and other transportation services for seniors (62 years old and older), veterans, and people with disabilities who are unable to use fixed route transit service. Includes operations support, replacement of accessible vans, and replacement and upgrades of supporting equipment.

Program Requirements

1. Coordinate public transportation service, where feasible, to reduce costs of service and avoid service duplication
 - a. Each agency maintains authority over its own route structure, service design, and operational decisions, with coordination intended to enhance mobility
2. Prioritize improving public transportation system access and use in underserved communities

Eligible Projects / Programs

1. Operations, maintenance, and capital costs of maintaining and expanding services
 2. Increased and new connections to and from major regional transportation hubs (i.e. high-speed rail station to airport, east and west connections to metro areas)
 3. Improve urban and rural fixed-route services including operations
 4. New/innovative services/systems, including operations
 5. Customer-facing, programmatic improvements that promote system connectivity, accessibility, and reliability, and improve the service experience for riders
 6. Planning and project development for major capital projects that promote system connectivity and accessibility, close service gaps, and improve and expand service levels
- ✓ Examples of eligible projects:
- Bus rapid transit routes/systems
 - Existing service and safety improvements
 - Automated fare box systems
 - Revenue service fleet conversion by 2040 as required by the State of California's Innovative Clean Transit (ICT) regulations
 - Active military/veterans/ ADA/seniors 62 years of age and older/people with disabilities fare subsidy
 - Bus stop amenities
 - Improved service reliability and predictability
 - Improved urban & rural on-demand services (dial-a-ride, etc.)

- Service provider coordination programs/processes
- Cost effective solutions to improving mobility in unserved or underserved areas
- Uber/Lyft services
- Carpool/Vanpool services
- Agricultural Vanpool services
- On-demand ADA rides and system expansion
- Driverless shuttles
- First/last-mile connections
- Microtransit - flexible routing and scheduling
- Shared “rides” such as Green Raiteros, Van Vien
- Shared “vehicles” - such as vehicle rentals, Mio Car
- Expanded Senior Scrip program to include seniors 62 years and older and people with disabilities
- Micromobility hubs (designed to provide and identify a range of connected travel choices)
- Maintenance, Administrative and Customer Service facilities maintenance, upkeep and facilities expansion.
- Match of up to 20% for any local, state or federal grants.

The Regional Connectivity Program

Overview & Purpose

The Regional Connectivity Program – Safety Improvements and Congestion Relief (Program) identifies priority regional street, road and highway improvement projects to be implemented over the life of the Measure C Renewal Program. These projects will be funded with Measure C Renewal and/or other transportation funding. Projects within this program are considered to be of regional significance.

Required Metrics

No later than June 30, 2028, Fresno COG and FCTA will develop and conduct a comprehensive public engagement process to help guide the effort to establish the list of projects to be funded and identify eligible projects for the first seven years of the Measure C Renewal Program. These projects will be selected based on relative priority, deliverability, and cash flow. No later than June 30, 2034, Fresno COG and FCTA will repeat the public engagement process to identify projects for years eight through 15 of the Measure C Renewal Program; again, based on relative priorities, deliverability, and cash flow.

A third public engagement process will begin no later than 2041 to guide the effort to establish the list of projects to be funded during the second half of the Measure Renewal. No later than June 30, 2042, Fresno COG and FCTA will adopt a list of urban and rural projects to be funded during the second half of the Measure Renewal. The FCTA Board may consider bonding of future revenues if project needs, and deliverability exceed cash flow.

Other Requirements

Implementing agencies will be required to report project progress on an on-going basis to FCTA. Projects requiring cost increases not associated with subsequent project phases must be thoroughly justified by the implementing agency. A funding agreement amendment must be approved prior to expending funds beyond the approved project budget.

Implementing agencies will furnish, install and maintain project funding signage recognizing the Measure C Renewal funding contribution. Details of said signage will be contained in the SIP.

All major roads and highways constructed, improved, or reconstructed under this Program shall follow the requirements delineated in the Safe Bike and Pedestrian Program section of these Guidelines titled “Requirements Applying to All Facilities Utilizing Any Measure C Program Funds.”

Eligible Agencies

Eligible agencies for this program include the 15 incorporated cities, Fresno County, the Fresno Council of Governments (Fresno COG, the Fresno County Transportation Authority (FCTA or the Authority), and Caltrans.

Program Implementation

Implementing agencies will be designated for each of the regional projects prior to beginning project development activities. The implementing agency will generally be the owner of the facility; however, it may also be the sponsoring agency for a project that is not a part of their system. The Authority may also choose to be the implementing agency for a project on facilities owned by others. The facility owner must agree to another agency assuming the role of Implementing Agency. Projects in the Regional Connectivity Program are to be identified after Measure C is renewed and may be approved for funding by the Fresno Council of

Governments and Fresno County Transportation Authority following a robust and timely public outreach process to solicit meaningful community input.

Fresno COG and FCTA will conduct biennial Regional Connectivity Program reviews and updates, which will include projects from prior Measure iterations. These reviews and updates will ascertain project delivery status, as well as validity of funding availability. Adjustments to delivery schedules and funding contributions may be necessary as a part of these updates.

Performance Indicators

Performance indicators and performance measures (PM) may include but are not limited to the following:

- ✓ **Indicator: Reduced vehicle miles traveled (VMT)/capita**
 - PM: Transit trips, average vehicle occupancy on project, change in jobs + dwelling units, change in land use diversity, and neighborhood services accessibility
- ✓ **Indicator: Reduced congested VMT/capita**
 - PM: Congestion severity, travel time reliability, growth in project corridor
- ✓ **Indicator: Increased multi-modal travel**
 - PM: Transit person-trips on segment, street connectivity, bike network connection, -transit activity, residential mode split
- ✓ **Indicator: Economic prosperity (jobs)**
 - PM: Job access, job growth
- ✓ **Indicator: Economic prosperity (schools)**
 - PM: School access, school enrollment
- ✓ **Indicator: Economic prosperity (agriculture)**
 - PM: Acres of ag land near project
- ✓ **Indicator: Improve freight movement**
 - PM: STAA truck route status, truck mode, industrial jobs share, industrial job growth
- ✓ **Indicator: Safety**
 - PM: Total collisions, Collision rate, bike/ped collision & rate
- ✓ **Indicator: Maintain State of Good Repair**
 - PM: SHOPP, PCI, volumes
- ✓ **Indicator: Socioeconomic Equity**
 - PM: EJ population, EJ percent, EJ accessibility
- **Indicator: Matching funds obtained**

Definitions

Projects within this Program are generally on the State Highway System, as those facilities are regional by nature; however, projects can also include those on major local arterials that serve more than one city or area of the county. Fresno Yosemite International (FYI) Airport is also included as a regional facility, as it facilitates passenger and freight travel from throughout Fresno County to state, national, and international destinations. Under this Program, FYI receives a one percent suballocation projected to be approximately \$74 million over the Measure's 30 lifespan.

Funding Allocations

Each implementing agency will request project funding from the Authority, which will be provided through a cooperative funding agreement. These agreements will allocate funding for the initial project phase(s). As the project progresses and additional funding is necessary to proceed to subsequent phases, the agreement will be amended to reflect the additional costs. All funding agreements reimburse implementing agencies for funds expended. The agreements do not provide agencies with advanced funding.

Regional Transportation Mitigation Fee Program (RTMF)

The Measure C Renewal Expenditure Plan sets forth requirements related to implementing the Regional Transportation Mitigation Fee (RTMF) Program. The Measure C ballot in 2006 included requirements for local Fresno County cities and the county (local agencies) to implement Regional Transportation Mitigation Fees pursuant to California Government Code Sections 66000, *et seq.* and remit the proceeds to the FCTA to supplement construction of projects in the Regional Transportation program. The ballot also included enforcement mechanisms to ensure all Fresno County local agencies participated in the program. In response to those requirements, and to implement a consistent regional fee, the local agencies formed a Joint Powers Agency (JPA), Fresno County Regional Transportation Mitigation Fee Agency (FCRTMFA), pursuant to California Government Code Sections 6500, *et seq.*

This Measure Renewal provides for the continuation of the RTMF program established by the 2006 Measure, including all local agency enforcement mechanisms, the perpetuation of the Fresno County RTMF Agency through the life of the Measure and all adopted policies and agreements currently in effect pertaining to the mitigation fee program. The Measure also recognizes that mitigation fees are governed by State law, which changes from time to time, and stipulates implementation of the program shall remain in compliance with California law. California statute currently requires a major update to the NEXUS in 2028, which will revisit how the fee has been spent on current projects, consideration of future projects, adjustments to rates, and all other legal program requirements.

The RTMF Program requires that new growth and development within the county and each of the cities contribute to regional street and highway project costs. The RTMF Program ensures that growth and development pay for their fair share of impacts to the county's transportation facilities. The RTMF Program can only be used to mitigate transportation impacts related to growth; it cannot be used to address existing deficiencies.

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 biannual update of the Major Roads & Highways, Safety Improvement and Congestion Relief Program consistent with State law governing impact mitigation fees.

No later than June 30, 2027, all Measure C agencies must extend the RTMF JPA established as a part of the second Measure C, consistent with Section 7 of the JPA Agreement. If any city or Fresno County should choose not to implement the RTMF, that agency shall forfeit annually from the Local Control Program, 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 Control Program allocation for that agency.

The Access and Innovation Program

Overview & Purpose

Nationwide, the San Joaquin Valley suffers the worst air quality for certain pollutants. Tailpipe emissions, agriculture, industry and the geography of the Valley have resulted in high concentration of ozone and particulate matter that led to a disproportionately high rate of respiratory diseases such as asthma. The Valley has also experienced severe drought, wildfire, flash flooding, and prolonged triple-digit summer temperatures that have been exacerbated by climate change. Transportation sector contributes far more than 40% of the greenhouse gas (GHG) emissions.

To respond to the State’s goals of GHG reduction, and to improve air quality in the Fresno region, the Access and Innovation Program addresses these issues by providing funding for programs and projects that would increase the vehicle electrification rate, enable new technologies, and facilitate non-single-occupancy-vehicle travel.

This category consists of formula and competitive funding program areas:

1. Formula: Zero fares for people with disabilities, veterans and active military, seniors 62+, and students (range to still be determined).
2. Competitive: Innovation projects to support multi-modal transportation, zero-emission infrastructure, and increased connectivity.

Eligible Agencies

The agencies listed below are eligible for Access and Innovation Program funding. Private-sector, non-profit organizations, or other government agencies may also apply through a sponsoring local government agency where the project is located. The agencies listed below would be considered the Implementing Agency for each eligible project.

- ✓ 15 Incorporated cities within Fresno County
- ✓ County of Fresno
- ✓ Fresno Council of Governments
- ✓ Fresno Area Express
- ✓ Fresno County Rural Transit Agency
- ✓ Clovis Transit

Typically, the 16 local agencies in Fresno County would be the primary applicants for these funds; however, some projects or programs may be of a more regional nature, in which case Fresno COG or FCTA may be the logical applicant.

Funding Allocation

Other than zero or low-cost fares for special populations, all other projects or programs under the Transportation Innovation Program are competitive. Specific implementation policies and guidelines will be developed for each project type or program following Measure C Renewal approval by the voters.

Eligible Projects and Programs:

- Before funds are allocated to competitive programs, the Authority must first ensure sufficient revenues are available for zero fares for special populations defined as “people with disabilities, veterans and active military, seniors 62 and older, and students 12 years of age and older”.

- Funds shall be allocated to the three public transit agencies to implement zero fares for special populations according to the distribution formula in the public transportation program.
- Clean Energy: Eligible projects include:
 - Charging stations, hydrogen fueling, CNG, etc.
 - Regional Zero-Emission Vehicle Readiness and Implementation Plan (FCTA/FCOG staff or consultant services)
 - Local agency Zero-Emission Vehicle Readiness and Implementation Plans
 - Clean vehicle power support facilities
 - Microgrid/solar EV battery charging
- Autonomous vehicle infrastructure
- Other clean transportation projects or programs

Travel Choice – Eligible projects include:

- Micro mobility hubs (are designed to provide and identify a range of connected travel choices)
- Innovations in micro mobility (bicycles, e-bikes, electric scooters, electric skateboards, shared bicycles, and electric pedal assisted bicycles)
- Increased opportunities for telecommuting
- Broadband infrastructure for telecommuting and education facility purposes

Future Technologies – Eligible projects include:

- Other new technology applications
- Future technology improvements

Administration, Performance Measures, Requirements and Indicators Program

Key administrative responsibilities of FCTA include:

- **Annual Work Program and Budget**
Prepare and adopt an annual work program and budget outlining planned expenditures, oversight activities, and administrative costs
- **Allocation Program Requirements and Focused Studies**
Develop requirements for each funding program established by the Expenditure Plan and undertake specialized studies needed to implement those programs effectively
- **Biennial Implementation Plan**
Prepare and update the Transportation Measure Implementation Plan every two years, aligning it with the Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP) schedules
- **Project Prioritization**
Establish and update priority lists for regional capacity-enhancing and rehabilitation projects, in coordination with member jurisdictions and consistent with Expenditure Plan goals
- **Independent Annual Audit**
Conduct an independent audit of all Transportation Measure funds to ensure compliance, fiscal integrity, and accountability to the public
- **Public Outreach and Communication**
Carry out ongoing outreach and public education efforts to keep residents informed about project progress, financial performance, and planned updates
- **Bond Issuance for Accelerated Delivery**
Issue bonds when appropriate to expedite project delivery, reducing overall project costs by leveraging future revenues for near-term improvements
- **Revenue Allocation to Local Jurisdictions**
Distribute Transportation Measure proceeds to incorporated cities and the county in accordance with the formulas and criteria established in the Expenditure Plan
- **Support for Regional Committees and Technical Assistance**
Provide staff support to advisory committees and furnish staff- or consultant-based technical assistance to member jurisdictions to ensure consistent, equitable, and effective program implementation. Technical assistance may also include grant-preparation and submission, as the administrative budget allows
- **Comprehensive, Searchable Project Database**
Develop and maintain

Grant application processes will be developed for all programs and will include:

- ✓ Monitoring and reporting requirements.
- ✓ Independent contractor audit processes.
- ✓ Performance indicators.

Performance Indicators and Measures

Performance indicators and measures will be developed as a part of the competitive program criteria and will include:

- Mandatory, full Expenditure Plan review periods every 10 years to allow for additions, deletions, changes, improvements across the entire document
 - The public must be notified and provided with at least 60 days to review and comment. Workshops shall be held to solicit timely public input on the east, west, and urban metro area prior to a public hearing held by Fresno COG and FCTA for a vote
- Matching funds obtained
- Annual progress reports of Measure C income, expenditures, planned future projects, and updates on projects not yet completed
- For biennial reviews and amendments to the plan, the public must be notified and provided up to 60 days for public review and comment prior to a vote. Workshops shall be held to solicit public input on the east, west, and urban metro area prior to a public hearing held by FCOG for a vote
 - Community engagement supported with interpretation and translation services, transportation to meetings or virtual meeting options, and educational sessions to understand reports and proposed amendments
- Continuous study/review group to look at transportation trends throughout the state/nation, to ask the question, “Are there new/better ways of doing what we do?”
- In addition to the annual report and audit requirements - FCTA shall develop and implement a searchable public database that allows the public easily access information on how funds are used and how they align with guiding principles and any implementing guideline requirements.
- Non-compliance consequences: return and / or withholding of funds, referral to public integrity unit, etc.

Clear Timelines for Oversight and Reporting

To maintain trust, the program has built-in review points:

<u>Review/Report</u>	<u>How Often</u>
Independent financial audit	Annually
Citizens’ Oversight Committee report	Annually
Performance assessment	Every three years
Comprehensive program review	Every 10 years
Maintenance of Effort adjustment	Every three years
Implementation Plan update	Every two years

Citizen Oversight Committee

Committee Purpose

A Citizen Oversight Committee (COC) was established as a part of the 2006 Measure. That committee's efforts have been helpful in analyzing local agency conformance to Expenditure Plan requirements. Each year their findings are published within the Measure C Annual Report for public review. This proposed Measure will continue efforts of the COC with a number of key changes to help increase local agency accountability for Measure C funds spent, and to increase committee membership and participation.

The purpose of the COC is 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 six months upon the effective date of the 2026 Measure C Extension. (July 1, 2027).
- 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-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 11 members including:

- Six at-large public members:
 - Membership must represent each one of the five Fresno County Supervisorial Districts; and
 - Three must reside in the Fresno-Clovis Metropolitan Area (FCMA); and

- Three must reside in areas outside the FCMA, one from the east side, one from the west side and one from an unincorporated area of the county
- Five members who must represent a diverse mix of interested community organizations. The members are expected to provide a balance of viewpoints

Quorum

- A quorum will be the majority of active members
- 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 Council of Governments Policy Board (the 15 mayors within Fresno County and the Chair of the Fresno County Board of Supervisors)

Recruitment Process

- Each year as terms expire or as vacancies occur, annual postings of membership openings will be noticed 60 days in advance of the application process
- 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 years
- Members may serve consecutive terms
- Members will receive compensation in the amount of \$50 for each meeting attended
- 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 of 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 Fresno Council of Governments (Fresno COG)
- Restricted to individuals without financial interest in any of the Authority's projects

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 period prescribed, and in a timely fashion, 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

COC responsibilities generally include the following:

- 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