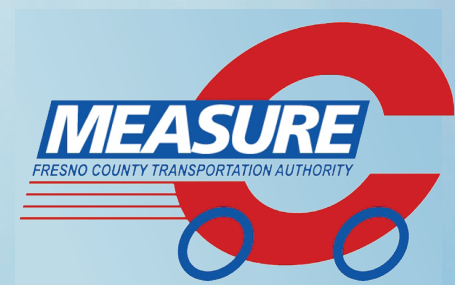


Measure “C” Extension Strategic Implementation Plan

Approved by:

Fresno County Transportation Authority Board May 29, 2013

Revised November 2015



Measure “C” Extension Strategic Implementation Plan

Prepared For:



Fresno Council
of Governments

Prepared By:



Approved: May 29, 2013
Revised: November 2015



Measure “C”

Expenditure Plan Amendments

<i>Amendment #</i>	<i>Amendment Description</i>	<i>Fresno COG Approval Date</i>	<i>FCTA Approval Date</i>
1	Establishes the new Measure “C” High-Speed Rail Facilities Program (\$25 million allocation)	September 30, 2010	October 20, 2010
2	Modifies the Pedestrian Trails Subprogram to allow some Measure “C” funded maintenance activities on trails constructed or extended at least partially with non-Measure “C” revenue	January 29, 2015	February 25, 2015

Measure “C”

Regional Transportation Program and SIP Updates

<i>Revision #</i>	<i>Revision Description</i>	<i>Fresno COG Approval Date</i>	<i>FCTA Approval Date</i>
1	Approved the Regional Transportation Program – Short-Term Funding Program	January 29, 2009	February 18, 2009
2	Updated the Regional Transportation Program – Short-Term Funding Program and published the first Regional Transportation Program, Local Transportation Program, and Other Funding Programs Handbooks	November 19, 2009	December, 16, 2009
3	Updated the Regional Transportation Program – Short-Term Funding Program	November 18, 2010	December 8, 2010
4	Prepared the first Measure “C” Strategic Implementation Plan incorporating the Handbooks and revising the Regional Transportation Program – Short-Term Funding Program	March 28, 2013	May 29, 2013
5	2014-15 Update to the Measure “C” Extension Regional Transportation Program Expenditure Plan	May 28, 2015	June 10, 2015

Table of Contents

Description	Page
Introduction	1
Measure “C” Extension – ½ Cent Transportation Sales Tax Program	1
Purpose/Use of Implementation Plan	4
Implementation Plan Overview	4
Regional Public Transit Program	6
Public Transit Agencies Subprogram	7
Fresno Area Express Category	7
Clovis Transit Category	10
Fresno County Regional Transit Authority Category	13
PTIS/Transit Consolidation Subprogram	16
Transit Consolidation Category	17
ADA/Seniors/Paratransit Subprogram	19
Farmworker/Car/Vanpools Subprogram	20
New Technology Reserve Subprogram	30
Local Transportation Program	32
Local Allocation Subprogram	33
Street Maintenance/Rehabilitation Category	33
ADA Compliance Category	34
Flexible Category	36
Pedestrian/Trails Facilities Subprogram	38
Bicycle Facilities Subprogram	42
Regional Transportation Program	45
Short-Term Regional Transportation Program Implementing Guidelines	45
Understanding the Short-Term Regional Transportation Program	45
Urban and Rural Subprograms	46
Fresno Airports Subprogram	66
Alternative Transportation Program	68
Rail Consolidation Program	69
Environmental Enhancement Program	72
School Bus Replacement Subprogram	72
Transit Oriented Infrastructure for In-Fill (TOD) Subprogram	76

Table of Contents

Administrative/Planning Program	81
FCTA Subprogram	81
Fresno COG Subprogram	83
Other Implementation Plan Provisions	85
Tables	
Table 1	2012 Measure “C” Extension Revenue Projection 2
Table 2	Current Fiscal Year Estimated Funding Allocation 3
Table 3	Regional Public Transit Program Funding 6
Table 4	Local Transportation Program Funding 32
Table 5	Regional Transportation Program Funding 45
Table 6	Regional Transportation Program Projects – Urban Tier 1 47
Table 7	Regional Transportation Program Projects – Rural Tier 1 48
Table 8	Funding Sources and Project Costs 53
Table 9	Urban Program of Projects 55
Table 10	Rural Program of Projects 57
Table 11	Alternative Transportation Program Funding 68
Table 12	Environmental Enhancement Program Funding 72
Table 13	Administrative/Planning Program Funding 81
Figures	
Figure 1	Urban Area Tier 1 Projects 49
Figure 2	Rural Area Tier 1 Projects 50
Appendices	87
Appendix A	Final 2006 Measure “C” Extension Expenditure Plan A-1
Appendix B	Regional Transit Program – Fresno COG Measure “C” Taxi Scrip Program for Seniors 70 years of age and Older - Implementing Program Guidelines B-1
Appendix C	Regional Transit Program – Fresno COG Measure “C” Taxi Scrip Program for Seniors 70 years of age and Older - Application for Scrip C-1
Appendix D	Measure C Extension Revenues Pass Through Programs & Projects Certificates and Claim Forms D-1
Appendix E	Short-Term Regional Transportation Program – Project Segment Detail Sheets E-1
Appendix F	Measure C Extension– Project Certification Invoices F-1
Appendix G	Measure “C” Example Project Signage Specifications G-1
Appendix H	Measure “C” Enabling Legislation H-1

Table of Contents

Appendix I	Transit Oriented Infrastructure for In-Fill (TOD) Subprogram – Policy & Guidelines (Rev 02-12-14)	I-1
Appendix J	Measure “C” Extension Expenditure Reporting Requirements	J-1
Appendix K	Guidelines For Local Transportation Purposes Flexible Expenditures	K-1



Measure “C”

Strategic Implementation Plan

INTRODUCTION

Measure “C” Extension – ½ Cent Transportation Sales Tax Program

When voters approved Measure “C” on the November 7, 2006 ballot, they authorized the Fresno County Transportation Authority (FCTA or Authority) to continue a ½-cent retail transaction and use tax over twenty years (between July 1, 2007 and June 30, 2027). The Sales Tax Extension would provide an estimated \$1.714 billion in new revenues for transportation improvements according to financial projections originally estimated through the Year 2027 and as noted in the Expenditure Plan. The funds are collected by the State Board of Equalization (BOE) beginning on July 1, 2007 and are sent to the Authority. As a result, claims for reimbursement will only be approved for project costs that were expended after that date.

The Authority will disburse funds in accordance with this Implementation Plan monthly following the first allocation. By May of each year, the Authority will provide an estimate of the amount of Measure “C” funds available for the next Fiscal Year. Final annual allocation estimates will be provided no later than June prior to the new Fiscal Year. The current estimate of Measure “C” funds over the 20-years is based upon information provided by the Authority’s Financial Advisor. The Expenditure Plan is intended to identify how the funds would be allocated over the 20-year period and includes general implementing guidelines for each of the six funding programs. This Strategic Implementation Plan (Implementation Plan) references and details the implementing guidelines and other provisions of the Measure “C” Extension Expenditure Plan (reference Appendix A) and further identifies the most recent annual funding for each of the Measure “C” programs, subprograms, and categories. The Implementation Plan will be updated biennially in accordance with provisions referenced in the Expenditure Plan.

The following Measure “C” Funding programs, subprograms, and categories involve allocations or funds from Measure “C” Extension sales tax revenues. These funding allocations are eligible to be claimed by Fresno County cities, the County, the Fresno County Rural Transit Agency, Fresno COG, and other eligible entities. The eligible portion of each Measure “C” funding program is included in Table 1 including the most recent projected 20-year and annual funding amounts by program, subprogram and category as referenced in the Expenditure Plan. Table 2 provides an overview of the current funding estimate from the Measure “C” Extension or funds expected during the 2013/14 fiscal year. These tables will be updated and provided annually to each local agency.

TABLE 1

2014 MEASURE "C" EXTENSION REVENUE PROJECTION Multi-Modal Funding Allocation Program

MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	20 YEAR MEASURE "C" FUNDING TOTAL ^{*4}	AVERAGE ANNUAL MEASURE "C" FUNDING TOTAL	% OF MEASURE "C" FUNDING
	\$1,458,859,205	\$72,942,960	100.00%
FUNDING ALLOCATION PROGRAMS			
1. Regional Public Transit Program	\$350,674,217	\$17,533,711	24.0%
<i>Public Transit Agencies</i>	<i>\$286,853,382</i>	<i>\$14,342,669</i>	<i>19.7%</i>
Fresno Area Express (FAX)	\$199,971,951	\$9,998,598	13.7%
Clovis Transit	\$28,676,829	\$1,433,841	2.0%
Fresno County Rural Transit Agency (FCRTA)	\$58,204,602	\$2,910,230	4.0%
<i>Public Transportation Infrastructure Study (PTIS) / Transit Consolidation</i>	<i>\$4,339,817</i>	<i>\$216,991</i>	<i>0.3%</i>
<i>ADA / Seniors / Paratransit</i>	<i>\$11,657,939</i>	<i>\$582,897</i>	<i>0.8%</i>
<i>Farmworker /Car/Van Pools</i>	<i>\$16,933,795</i>	<i>\$846,690</i>	<i>1.2%</i>
Farmworker Van Pools	\$8,466,898	\$423,345	0.6%
Car/Van Pools	\$8,466,898	\$423,345	0.6%
<i>New Technology Reserve</i> (If construction is not imminent in 15 years, money will be reallocated based on greatest need)	<i>\$30,889,284</i>	<i>\$1,544,464</i>	<i>2.1%</i>
2. Local Transportation Program	\$505,120,639	\$25,256,032	34.6%
<i>Local Allocation</i>	<i>\$447,001,132</i>	<i>\$22,350,057</i>	<i>30.6%</i>
Street Maintenance (50% of Local Allocation)	\$223,500,566	\$11,175,028	15.3%
ADA compliance (1.75% of Local Allocation) ^{*1}	\$7,822,520	\$391,126	0.5%
Flexible Funding (48.25% of Local Allocation)	\$215,678,046	\$10,783,902	14.8%
<i>Pedestrian/Trails</i>	<i>\$45,355,340</i>	<i>\$2,267,767</i>	<i>3.11%</i>
Urban (Clovis and Fresno Spheres of Influence)	\$31,484,946	\$1,574,247	2.16%
Rural	\$13,870,395	\$693,520	0.95%
<i>Bicycle Facilities</i>	<i>\$12,764,167</i>	<i>\$638,208</i>	<i>0.9%</i>
3. Regional Transportation Program	\$443,171,882	\$22,158,594	30.4%
Urban (50%)	\$214,352,913	\$10,717,646	14.7%
Rural (50%)	\$214,352,913	\$10,717,646	14.7%
Fresno Airports	\$14,466,056	\$723,303	1.0%
4. Alternative Transportation Program ^{*2}	\$87,221,809	\$4,361,090	6.0%
<i>Rail Consolidation</i> (If construction is not imminent in 15 years, money will be used for grade separations instead)	<i>\$87,221,809</i>	<i>\$4,361,090</i>	<i>6.0%</i>
5. Environmental Enhancement Program	\$50,886,480	\$2,544,324	3.5%
School Bus Replacement	\$33,952,684	\$1,697,634	2.3%
Transit Oriented Infrastructure for In-Fill ^{*3}	\$16,933,795	\$846,690	1.2%
6. Administration/Planning Program	\$21,784,179	\$1,089,209	1.5%
Fresno County Transportation Authority (FCTA)	\$14,466,056	\$723,303	1.0%
Council of Fresno County Governments (Fresno COG)	\$7,318,122	\$365,906	0.5%

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

^{*2} With adoption of the Measure "C" Extension Expenditure Plan - Amendment #1 (October 20, 2010), and confirmation from the California High-Speed Rail Authority that Fresno County has been chosen as the location for their High-Speed Rail Heavy Maintenance Facility, the existing balance of the Measure "C" Alternative Transportation Program would be transferred to the new Measure "C" High-Speed Rail Facilities Program account. All future funds formerly accrued to the Alternative Transportation Program will then be allocated to the High-Speed Rail Facilities Program (up to a maximum of \$25 million), or should bonds be issued (up to \$25 million), until the bonds are paid back.

^{*3} Name of Funding Program to be determined.

^{*4} 2014 Measure "C" Revenue Projection provided by Montague & Associates, Inc.

TABLE 2

MEASURE "C" EXTENSION IMPLEMENTATION PLAN Multi-Modal Funding Allocation Program Fiscal Year 2013/2014 Estimated Funding Allocation

MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	FY 2013/2014 MEASURE "C" FUNDING ESTIMATE	% OF MEASURE "C" FUNDING
	\$62,047,251	100.00%
FUNDING ALLOCATION PROGRAMS		
1. Regional Public Transit Program	\$14,891,340	24.0%
<i>Public Transit Agencies</i>	<i>\$12,204,694</i>	<i>19.7%</i>
Fresno Area Express (FAX)	\$8,506,678.11	13.7%
Clovis Transit	\$1,222,330.84	2.0%
Fresno County Rural Transit Agency (FCRTA)	\$2,475,685.31	4.0%
<i>Public Transportation Infrastructure Study (PTIS) / Transit Consolidation</i>	<i>\$179,937</i>	<i>0.3%</i>
<i>ADA / Seniors / Paratransit</i>	<i>\$490,173</i>	<i>0.8%</i>
<i>Farmworker /Car/Van Pools</i>	<i>\$719,748</i>	<i>1.2%</i>
Farmworker Van Pools	\$359,874	0.6%
Car/Van Pools	\$359,874	0.6%
<i>New Technology Reserve</i> (If construction is not imminent in 15 years, money will be reallocated based on greatest need)	<i>\$1,296,788</i>	<i>2.1%</i>
2. Local Transportation Program	\$21,468,349	34.6%
<i>Local Allocation</i>	<i>\$18,986,459</i>	<i>30.6%</i>
Street Maintenance (50% of Local Allocation)	\$9,493,229	15.3%
ADA compliance (1.75% of Local Allocation) ^{*1}	\$332,263	0.5%
Flexible Funding (48.25% of Local Allocation)	\$9,160,967	14.8%
<i>Pedestrian/Trails</i>	<i>\$1,923,465</i>	<i>3.1%</i>
Urban (Clovis and Fresno Spheres of Influence)	\$1,334,016	2.2%
Rural	\$589,449	1.0%
<i>Bicycle Facilities</i>	<i>\$558,425</i>	<i>0.9%</i>
3. Regional Transportation Program	\$18,862,364	30.4%
<i>Urban (50%)</i>	<i>\$9,120,946</i>	<i>14.7%</i>
<i>Rural (50%)</i>	<i>\$9,120,946</i>	<i>14.7%</i>
<i>Fresno Airports</i>	<i>\$620,473</i>	<i>1.0%</i>
4. Alternative Transportation Program ^{*2}	\$3,722,835	6.0%
<i>Rail Consolidation</i> (If construction is not imminent in 15 years, money will be used for grade separations instead)	<i>\$3,722,835</i>	<i>6.0%</i>
5. Environmental Enhancement Program	\$2,171,654	3.5%
<i>School Bus Replacement</i>	<i>\$1,427,087</i>	<i>2.3%</i>
<i>Transit Oriented Infrastructure for In-Fill ^{*3}</i>	<i>\$744,567</i>	<i>1.2%</i>
6. Administration/Planning Program	\$930,709	1.5%
<i>Fresno County Transportation Authority (FCTA)</i>	<i>\$620,473</i>	<i>1.0%</i>
<i>Council of Fresno County Governments (Fresno COG)</i>	<i>\$310,236</i>	<i>0.5%</i>

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

^{*2} With adoption of the Measure "C" Extension Expenditure Plan - Amendment #1 (October 20, 2010), and confirmation from the California High-Speed Rail Authority that Fresno County has been chosen as the location for their High-Speed Rail Heavy Maintenance Facility, the existing balance of the Measure "C" Alternative Transportation Program would be transferred to the new Measure "C" High-Speed Rail Facilities Program account. All future funds formerly accrued to the Alternative Transportation Program will then be allocated to the High-Speed Rail Facilities Program (up to a maximum of \$25 million), or should bonds be issued (up to \$25 million), until the bonds are paid back.

^{*3} Name of Funding Program to be determined.

Referencing Table 1 Note 2 and Table 2 Note 2, the Measure “C” Extension Expenditure Plan was amended on October 20, 2010 (Amendment #1) and established the new Measure “C” High-Speed Rail Facilities Program. With confirmation from the California High-Speed Rail Authority (CHSRA) that Fresno County has been chosen as the location for their High-Speed Rail Heavy Maintenance Facility, the existing balance of the Measure “C” Alternative Transportation Program would be transferred to the new Measure “C” High-Speed Rail Facilities Program account. All future funds formerly accrued to the Alternative Transportation Program will then be allocated to the High-Speed Rail Facilities Program (up to a maximum of \$25 million), or should bonds be issued (up to \$25 million), until the bonds are paid back.

The funds available from this program will be used to provide capital for a variety of uses associated with development of the High-Speed Rail Heavy Maintenance Facility. Should the CHSRA decide not to locate the Maintenance Facility in Fresno County, Amendment #1 will become null and void.

The Expenditure Plan was also amended on February 25, 2015 (Amendment #2), which modifies the Pedestrian Trails Subprogram to allow some Measure “C” funded maintenance activities on trails constructed or extended at least partially with non-Measure “C” revenue. Details are provided in the Pedestrian Trail Subprogram beginning on Page 38 of this Plan.

Purpose/Use of Implementation Plan

This Plan has been prepared by the Authority and the Fresno Council of Governments (Fresno COG) to provide:

- ◆ A step by step process that eligible agencies will follow to identify funding availability and eligibility, and to conduct the funding claims process
- ◆ The best available understanding of when revenue will be available and how that revenue is to be claimed by eligible agencies

The Implementation Plan itself does not constitute a final funding commitment; the Authority will annually provide each local agency with estimated funding by program. This Plan is available to eligible agencies to inform them about how the Measure C sales tax is allocated, and to provide them with instructions on how to report use and submit claims for payment.

Implementation Plan Overview

Below are the specific steps for each Measure “C” Extension funding program identified in Tables 1 and 2. Each of the programs has steps that eligible agencies will need to follow as they claim Measure “C” Extension funds. The following steps are reflected under all of the programs, subprograms, and subprogram categories:

- ✓ Step 1 – Understanding the Funding Program
- ✓ Step 2 – Available Subprogram Funds
- ✓ Step 3 – Identifying Eligible Projects
- ✓ Step 4 – Performance Criteria (if applicable) or Other Requirements

A few of the programs, subprograms, and categories also includes additional steps similar to Steps A through C below, but have special provisions that must be described.

In addition to the steps identified above, there are other steps that are applicable to a majority of the programs, subprograms and subprogram categories including:

- ✓ Step A - How to Claim the Subprogram Funds
- ✓ Step B - How to Monitor Fund Subprogram Projects and Report Accomplishments
- ✓ Step C - The Annual Audit Process

Each of these additional steps is provided in the last section of the Plan titled “Other Implementation Plan Provisions”.

1. REGIONAL PUBLIC TRANSIT PROGRAM

The Regional Public Transit Program is intended to expand public transit programs that will get people out of their cars, provide enhanced mobility options for seniors and the disabled, and improve air quality. In addition to the provision of transit service in the County by Fresno Area Express (FAX), Clovis Transit, and the Fresno County Rural Transit Agency (FCRTA), several other subprograms are included to enhance public transit services within Fresno County including the following:

- ✓ Fund Phase 2 of the Public Transportation Infrastructure Study (PTIS). Phase 2 of the PTIS was adopted by Fresno COG in May 2011
- ✓ Improve mobility for seniors and people with disabilities through the ADA/Seniors/Paratransit Subprogram
- ✓ Improve air quality and provide a cost-effective alternative to the single occupant vehicle through the Farmworker/Car/Van Pools Subprogram
- ✓ Get ag workers to their destinations safely, improve air quality, provide a cost-effective alternative to the single occupant vehicle, and address the social needs of the community through the Farmworkers/Car/Van Pools Subprogram

Table 3 below provides a quick overview of the funds expected during FY 2013/14 for this Program, each of the subprograms, and each subprogram category.

TABLE 3

MEASURE "C" EXTENSION IMPLEMENTATION PLAN

Regional Public Transit Program

Fiscal Year 2013/2014 Estimated Funding Allocation

MEASURE "C" REAUTHORIZATION SALES TAX REVENUE		FY 2013/2014 MEASURE "C" FUNDING ESTIMATE	% OF MEASURE "C" FUNDING
		\$62,047,251	100.00%
FUNDING ALLOCATION PROGRAMS			
1. Regional Public Transit Program		\$14,891,340	24.0%
<i>Public Transit Agencies</i>		<i>\$12,204,694</i>	<i>19.7%</i>
	Fresno Area Express (FAX)	\$8,506,678.11	13.7%
	Clovis Transit	\$1,222,330.84	2.0%
	Fresno County Rural Transit Agency (FCRTA)	\$2,475,685.31	4.0%
<i>Public Transportation Infrastructure Study (PTIS) / Transit Consolidation</i>		<i>\$179,937</i>	<i>0.3%</i>
<i>ADA / Seniors / Paratransit</i>		<i>\$490,173</i>	<i>0.8%</i>
<i>Farmworker /Car/Van Pools</i>		<i>\$719,748</i>	<i>1.2%</i>
	Farmworker Van Pools	\$359,874	0.6%
	Car/Van Pools	\$359,874	0.6%
<i>New Technology Reserve (If construction is not imminent in 15 years, money will be reallocated based on greatest need)</i>		<i>\$1,296,788</i>	<i>2.1%</i>

Public Transit Agencies Subprogram

An overview of the various categories under the Public Transit Agencies Subprogram and the steps necessary to claim funds are provided below. Table 3 also provides a quick overview of the funds expected during the current fiscal year for this subprogram, and each subprogram category.

FAX Category - Primary and Secondary Transit Programs

✓ Step 1 – Understanding the Category

- Primary Program- the goal of the Primary Program is to improve the level of public transit services within the City of Fresno and to continue to seek ways to coordinate and/or consolidate public transit services to achieve a seamless transit system for the public
- Secondary Program - Secondary Programs include improvements that will be funded after projects in the Primary Program are implemented, provided that funding is available

✓ Step 2 – Identifying Available FAX Category Funds

The current estimated Measure “C” Extension funding available to FAX for the current fiscal year is provided in Table 3. An updated table will be provided annually.

✓ Step 3 – Identifying Eligible Projects

The eligible Primary and Secondary Program projects include:

- Primary Program
 - Improve bus frequencies to every 15 minutes on the busiest routes on the public transportation system in Fresno
 - Enhance the delivery of paratransit to the disabled community consistent with federal and state law
 - Install and integrate a regional automated farebox system to enhance transit coordination and seamless passenger travel between transit systems
 - Complete fleet conversion to low emission buses
 - Expansion of service areas to all riders, as Fresno’s Sphere of Influence changes
 - Reduced public transit fares for seniors 65 years of age and older (fares are now 60 cents. Free fares are not provided due to lawsuit)

- Secondary Program
 - Extend weekend service hours
 - Enhance the delivery of paratransit services to the senior community
 - Pursue other alternative mass public transportation options such as bus rapid transit, automated people movers, light rail, etc.
 - Deploy other operational and infrastructure improvements such as “real time” bus arrival and departure information displays to provide better services to transit users
 - Taxi Scrip Program for Seniors 70 Years of Age and Older – Reference Appendix B and C - Fresno COG Taxi Scrip Program and Application for Scrip
- Seniors Fare Subsidy Earmark Programs
 - Primary Program
 - Reduced Public Transit Fare Program for Seniors 65 Years of Age and Older
 - FAX will commit to implement a Measure “C” reimbursement program from earmarked funds, to implement reduced fares for general transit ridership, for seniors 65 years of age and older
 - At 5-year intervals, FAX will conduct a performance evaluation to determine if the reduced senior fare reimbursement program is meeting its intended goals of increasing senior ridership on general public transit services. The evaluation will measure actual senior usage and fare reimbursement versus available program funding to ensure continued viability
 - If ridership increases beyond the earmark of available Measure “C” funding other funding sources may be utilized to provide for the senior fare program
 - Secondary Program
 - Taxi Scrip Program for Seniors 70 Years of Age and Older – Reference Appendix B and C - Fresno COG Taxi Scrip Program and Application for Scrip

✓ **Step 4 - Performance Criteria**

To ensure that Measure “C” funds are allocated to effective programs that provide “measurable” results in reducing single occupant auto use, eligible projects will be evaluated in accordance with the following:

- Measure “C” funds can be used to provide new / demonstration service for a period of up to three (3) years. The service must meet the minimum FAX performance standards set forth in the Regional Transportation Plan (RTP), Short-Range Transit Plan (S RTP), and other transit plans or as identified during the Unmet Transit Needs process

- Service that does not meet the minimum performance standards may be discontinued; unless FAX can demonstrate that continued reduced / minimal “life-line” service is in the best interest of the community
- Any request to extend such “life-line” service(s) shall be reviewed by Fresno COG’s Social Service Transportation Advisory Council (SSTAC) with final approval made by the City Council
- The Annual Transit Productivity performance evaluation process will continue to be applied to primary and secondary programs listed above

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply.

Clovis Transit Category - Primary and Secondary Transit Programs

✓ Step 1 – Understanding the Primary and Secondary Funding Programs

▪ Primary Program

The goal of the Primary Program is to improve the level of public transit services within Clovis and to continue to seek ways to coordinate and/or consolidate services in order to achieve a seamless transit system for the public.

▪ Secondary Program

Secondary Programs are improvements that will be funded after Primary Programs are completed, provided that funding is available.

✓ Step 2 – Available Clovis Transit Category Funds

The estimated annual Measure “C” Extension funding available to Clovis Transit is provided in Table 3.

✓ Step 3 – Identifying Eligible Projects

The eligible projects for the Primary and Secondary Programs include:

▪ Primary Program

- Improve frequencies to every 15 minutes on the busiest routes on the public transportation system in Clovis
- Enhance the delivery of paratransit to the disabled community consistent with federal and state law
- Install and integrate a regional automated farebox system to enhance transit coordination and seamless passenger travel between transit systems
- Complete fleet conversion to low emission buses
- Expand service areas to all riders, as Clovis’s Sphere of Influence changes
- Reduced public transit fares for seniors 65 years of age and older

▪ Secondary Program

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

- Taxi Scrip Program for Seniors 70 years of age and Older – Reference Appendix B and C - Fresno COG Taxi Scrip Program and Application for Scrip

- **Seniors Fare Subsidy Earmark Programs**

- Primary Program

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

- Secondary Program

- Taxi Scrip Program for Seniors 70 Years of Age and Older – Reference Appendix B and C - Fresno COG Taxi Scrip Program and Application for Scrip

- ✓ **Step 4 - Performance Criteria**

To ensure that Measure “C” funds are allocated to effective programs that provide “measurable” results in reducing single occupant auto use, eligible projects will be evaluated in accordance with the following:

- Measure “C” funds can be used to provide new / demonstration service for a period of up to three (3) years. The service must meet the minimum City of Clovis performance standards set forth in the RTP, SRTP, and other transit plans or as identified during the Unmet Transit Needs process
- Service that does not meet the minimum performance standards may be discontinued; unless the City of Clovis can demonstrate that continued reduced / minimal “life-line” service is in the best interest of the community
- Any request to extend such “life-line” service(s) shall be reviewed by Fresno COG’s SSTAC with final approval made by the City Council
- The Annual Transit Productivity performance evaluation process will continue to be applied to primary and secondary programs listed above

Measure “C” Transportation Sales Tax Extension

Measure “C” Strategic Implementation Plan

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply.

FCRTA Category - Primary and Secondary Transit Programs

✓ Step 1 – Understanding the Primary and Secondary Funding Programs

- Primary Program - the goal of the Primary Program is to improve the level of public transit services within the Fresno County Unincorporated Area and to continue to seek ways to coordinate and/or consolidate services in order to achieve a seamless public transit system
- Secondary Program – Secondary Programs are improvements that will be funded after Primary Programs are fulfilled, provided that funding is available

✓ Step 2 – Available FCRTA Category Funds

The estimated annual Measure “C” Extension funding available to FCRTA for both the Primary and Secondary Funding Programs is provided in Table 3.

✓ Step 3 – Identifying Eligible Projects

The eligible projects for the Primary and Secondary Programs include:

- Primary Program
 - Install and integrate a regional automated farebox system to enhance transit coordination and seamless passenger travel between transit systems
 - Expand intra-city services to improve demand responsive paratransit service frequencies to the elderly, disabled, low-income, and youth of rural Fresno County
 - Complete fleet conversion to low emission buses
 - Deploy other operational and infrastructure improvements such as construction of a dispatch terminal, utilizing intelligent transportation system technology such as safety surveillance cameras and global positioning systems to provide better services within and between the rural incorporated cities and unincorporated communities
 - Expand inter-city service to improve scheduled fixed-route service frequencies to address trips for employment
 - Implement an unincorporated County area shuttle program
 - Implement escort medical transit service program
 - Expand transit services to the Eastside and Westside of Fresno County
 - Implement sub-regional Eastside and Westside transit terminal facilities with compressed natural gas and hydrogen refueling stations
 - Reduced public transit fares for disabled and Seniors 65 years of age and older

- Secondary Program
 - FCRTA’s phased implementation will accomplish all the Primary Programs within the twenty year time frame of available funding resources
 - Taxi Scrip Program for Seniors 70 Years of Age and Older – Reference Appendix B and C - Fresno COG Taxi Scrip Program and Application for Scrip
- Seniors Fare Subsidy Earmark Programs
 - Primary Program
 - Reduced Public Transit Fare Program for Seniors 65 Years of Age and Older
 - FCRTA will commit to implement a Measure “C” reimbursement program from earmarked funds, to implement free fares for general transit ridership, for seniors 65 years of age and older
 - At 5-year intervals, FCRTA will conduct a performance evaluation to determine if the free senior fare reimbursement program is meeting its intended goals of increasing senior ridership on general public transit services. The evaluation will measure actual senior usage and fare reimbursement versus available program funding to ensure continued viability
 - If ridership increases beyond the earmark of available Measure “C” funding other funding sources may be utilized to continue the free senior fare program, otherwise FCRTA may charge a reduced fare to augment and continue this Measure “C” fare subsidy program
 - Secondary Program
 - Taxi Scrip Program for Seniors 70 Years of Age and Older – Reference Appendix B and C - Fresno COG Taxi Scrip Program and Application for Scrip

✓ **Step 4 - Performance Criteria**

To ensure that Measure “C” funds are allocated to effective programs that provide “measurable” results in reducing single occupant auto use, eligible projects will be evaluated in accordance with the following:

- Measure “C” funds can be used to provide new / demonstration service for a period of up to three (3) years. The service must meet the minimum FCRTA performance standards set forth in the RTP, SRTP, and other transit plans or as identified during the Unmet Transit Needs process
- Service that does not meet the minimum performance standards may be discontinued; unless FCRTA can demonstrate that continued reduced / minimal “life-line” service is in the best interest of the community

- Any request to extend such “life-line” service(s) shall be reviewed by Fresno COG’s Social Service Transportation Advisory Council (SSTAC) with final approval made by the City Council

The Annual Transit Productivity performance evaluation process will continue to be applied to primary and secondary programs listed above.

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply.

PTIS/Transit Consolidation Subprogram

An overview of the various categories under the PTIS / Transit Consolidation Subprogram and the steps necessary to claim funds are provided below. Table 3 also provides a quick overview of the funds expected during the current fiscal year for this subprogram, and each subprogram category.

Phase 2 – Public Transportation Infrastructure Study (PTIS) Category

✓ Step 1 – Understanding the Category

Phase 2 of the PTIS has been completed; it focused on the cost of improving transit systems and services in order to facilitate travel in specific regional travel corridors and better connect residents to activity centers.

This effort also identified corridors that connect rural communities with the FCMA. The Study involved land use and transportation modeling that will guide identification of viable future transit systems and corridors. Fresno COG administered preparation of the Study with the Blueprint Roundtable providing guidance to ensure that the Study was coordinated and consistent with the Blueprint planning process. Phase 2 of the PTIS is on file at Fresno COG offices. The Phase 2 PTIS study was adopted by the Fresno COG Policy Board in May 2011.

Transit Consolidation Category

✓ Step 1 – Understanding the Category

Fresno COG previously commissioned two studies to determine if consolidation of the various public transit agencies in Fresno County would be viable. This first Study (the 2007 Public Transit Regional Agency Formation Study) was funded with other than Measure “C” Extension funds and was completed in 2007 prior to the collection Measure “C” extension funding. That Study provided an initial assessment of consolidation opportunities and challenges. The initial findings/issues from that study included:

- Coordination – It was found that the three systems already had a high level of coordination but additional opportunities existed in terms of schedule coordination, online information services, customer service and universal fare media
- Lack of Cost Savings – It didn’t appear at the time that consolidating the systems would result in substantial costs savings
- Loss of Local Control – There was a great deal of concern about the potential loss of local control that would accompany any consolidation of services
- Union Contracts – The fact that the three systems represent a mix of union and nonunion environments represented a significant hurdle to any consolidation of services.

Consolidation was not recommended at that time but there were a variety of recommendations linked to improving coordination including:

- Formation of a Transit Coordination Council (TCC)
- Establish a Centralized Call Center
- Regional Fare Coordination
- Coordinated Marketing and Information

Another Study [Fresno Regional Transit Consolidation Plan - Working Paper #1 Existing Conditions, Opportunities & Constraints (January 2011) and Technical Memorandum #2 Fresno/Clovis Transit District Conceptual Business and Implementation Plan (July 2011)] was commissioned by Fresno COG and completed using Measure “C” funds. That Study found that many of the consolidation and coordination activities that the 2007 Study recommended were still relevant and that most of the recommendations could be implemented without making any changes to the governing structures of the three systems. Various current regional transit coordination activities highlighted in the Plan include the following:

- FAX’s printed and web based schedule and map information includes schedule and map information for Clovis Transit
- FAX and Clovis sell Metro Passes that are valid on both systems
- Both systems accept each other’s transfers where the routes intersect

- Both systems coordinate paratransit transfers into each other’s jurisdiction
- FAX is implementing a regional trip planning program that will include Clovis and FCRTA
- FAX is implementing a regional farebox system that will include Clovis and FCRTA (Note: these regional systems will greatly enhance the appearance of a seamless transit system, as well as create additional coordination opportunities)
- FCRTA fuels at the FAX CNG station when necessary
- FCRTA Utilizes FAX bus stops in Downtown Fresno
- Staff members from all three agencies meet frequently for planning and refining service and service related strategies

✓ **Step 2 – Identifying Available Category Funds**

The current estimated Measure “C” Extension funding available to Fresno COG to fund consolidation activities for the upcoming FY is provided in Table 3. An updated table will be provided annually.

✓ **Step 3 – Identifying Eligible Projects**

Eligible Category projects include administrative, planning and consultant services to implement Consolidation Study recommendations (when desired or warranted).

Eligible entities include Fresno COG, Fresno County, and the cities.

✓ **Step 4 - Performance Criteria**

To ensure that Measure “C” funds are utilized appropriately and result in the implementation of Consolidation Plan recommendations, allocation of category funds will be considered in accordance with the following:

- Review and approval of proposals for consolidation by Fresno COG submitted by a transit agency in Fresno County

Other Provisions

Given the likelihood that a majority of Transit Consolidation Category funds will be available on an annual basis during the short-term period (next 5-years), the Authority reserves the right to allocate specified amounts of category funds to other Measure “C” Extension Programs. Such funds shall be repaid to the Transit Consolidation Category consistent with Authority policy.

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply.

ADA/Seniors/Paratransit Subprogram

An overview of the ADA/Seniors/Paratransit Subprogram and the steps necessary to claim funds is provided below. Table 3 also provides a quick overview of the funds expected during the current fiscal year for this subprogram.

✓ Step 1 – Understanding the Subprogram

Dedicated funding would be available for ADA and Senior / Paratransit services under the Regional Public Transit Program and could be used as matching funds for state or federal funds or to augment funding under the Public Transit Agencies Program or programs contained in the Local Transportation Program. For the current fiscal year, subprogram funds would be allocated to the Taxi Scrip Program referenced in the Public Transit Agencies Subprogram as Secondary Programs (reference the Transit Agencies Subprogram and subprogram categories and Appendix B and C of this Implementation Plan).

✓ Step 2 – Identifying Available Subprogram Funds

The current estimated Measure “C” Extension funding available under the ADA/Seniors/Paratransit Subprogram for the current fiscal year is provided in Table 3. An updated table will be provided annually.

✓ Step 3 – Identifying Eligible Projects

Reference Appendix A for the list of eligible Subprogram projects.

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply.

Farmworker/Car/Vanpools Subprogram

An overview of the Farmworker/Car/Vanpools Subprogram and the steps necessary to claim funds are provided for each category below. Table 3 provides a quick overview of the funds expected during the current fiscal year for this subprogram, and each subprogram category.

Measure “C” funds have been programmed in the Expenditure Plan to subsidize vanpool programs within Fresno County. The programs would be evaluated for annual funding allocation based upon an open competitive process. The Vanpool Program should provide an equal opportunity for both public and private industry competition, as well as potential public/private partnerships.

Car/Van Pools Category

✓ **Step 1 – Understanding the Funding Category**

Approximately .6% of Measure “C” is provided to fund carpool and vanpool subsidy programs originating within Fresno County. This will get commuters to their destinations safely, improve air quality, and provide a cost-effective alternative to the single occupant vehicle.

Commuter Van Pool Performance Criteria:

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

✓ **Step 2 – Available Category Funds**

The total estimated Measure “C” Extension funding available under this category is provided in Table 3.

To ensure that Measure “C” funds are utilized appropriately, Fresno COG, at yearly intervals, will conduct a performance evaluation to determine if the category is meeting its intended goals and assess whether or not to continue, or to design and implement a different strategy for the category funds.

✓ **Step 3 – Identifying Eligible Subprogram Projects**

Measure “C” funds can subsidize carpool or vanpool programs that originate within Fresno County. There are funds available for a variety of vanpool incentives, designed to spark the development of new vanpools and offer financial support and assistance to existing vanpools. There is also an incentive program available for encouraging the development or expansion of carpools within Fresno County. Eligible expenses include capital as well as operational costs.

Eligible operational subsidies and reimbursements for new vanpools:

- Monthly lease subsidy
- Vanpool start-up costs
- Medical exams for primary and alternate drivers
- Driver replacement cost
- Emergency Ride Home Program
- Driver Incentive
- Parking permits

Project descriptions:

- Monthly Lease Subsidy for New Vanpools - Measure “C” funds will subsidize newly formed vanpools, \$600 per vanpool, per month for the first year of operation, and \$300 per vanpool, per month for the second year of operation
- Medical Exam Expense - All primary and alternate drivers are required to have medical exams prior to driving. Measure “C” funds will reimburse that expense up to \$75 per driver. A maximum of three (3) drivers (one primary and two alternate) from each vanpool will be reimbursed for this expense per year
- Driver Replacement Cost - Should a primary or alternate driver need to be replaced, the new driver/s may be reimbursed up to \$75 per driver for a medical examination. A maximum of three (3) drivers (one primary and two alternate) from any single vanpool may receive the subsidy each year. Exceptions may be granted for additional reimbursements on a case by case basis with prior authorization given by Program staff
- Emergency Ride Home - This reimbursement covers costs for Emergency Ride Home services provided by a Vanpool Provider to the Vanpool participants. Emergency Ride Home programs offer vanpoolers a free ride to needed destinations in the case of an unforeseen emergency (illness, family crisis, unscheduled overtime). There are a variety of transportation options available to Vanpool providers and participants including taxi service, rental cars, company fleet cars and having fellow employees or supervisors take the vanpooler to their desired destination (home,

hospital, etc.). It is up to the Vanpool Provider and their vanpoolers to decide which options will be provided

- Driver Incentive - At the end of the first year of successful operation, the qualifying vanpool primary driver receives \$100 per current vanpool participant. Participants must have been in the vanpool for one full month or more to be counted, and must have all fees paid up-to-date on the vanpool’s one year anniversary
- Parking Permits - Will reimburse up to \$100 per month for parking permits/fees, excluding parking tickets or any other violation of parking laws

Eligible operational subsidies and reimbursements for existing vanpools:

- Empty Seat Subsidy
- Driver-replacement costs
- Emergency Ride Home Program
- Parking permits
- Vouchers

Project Descriptions:

- Empty Seat Subsidy - Should a vanpool group lose riders, the lease costs of the vacant seats would normally be absorbed by the remaining riders. This subsidy offers financial support to vanpool groups while they recruit new riders, by paying for the cost of a vanpool’s vacant seat/s up to \$100 per seat for the 1st month, decreasing \$25 per seat for up to a four-month period

Maximum available:

\$100 per empty seat—1st month
\$75 per empty seat – 2nd month
\$50 per empty seat – 3rd month
\$25 per empty seat – 4th month

- Driver Replacement Cost - Should a primary or alternate driver need to be replaced or renewed, the new driver/s may be reimbursed up to \$75 per driver for a medical examination. A maximum of three (3) drivers (one primary and two alternate) from any single vanpool may receive the subsidy
- Emergency Ride Home - This reimbursement covers costs for Emergency Ride Home services provided by a Vanpool Provider to the Vanpool participants. Emergency Ride Home programs offer vanpoolers a free ride to needed destinations in the case of an unforeseen emergency\ies (illness, family crisis, unscheduled overtime). There are a variety of transportation options available to Vanpool providers and participants including taxi service, rental cars, company fleet cars and having fellow

employees or supervisors take the vanpooler to their desired destination (home, hospital, etc.). It is up to the Vanpool Provider and their vanpoolers to decide which options will be provided

- Parking Permits - Reimbursement up to \$100 per month for parking permits/fees per vanpool. Excludes parking tickets or any other violation of parking laws
- Vouchers - In lieu of the Empty Seat Subsidy, vanpool providers may request funding for voucher programs that they develop and administer. Vouchers allow participants to join, switch or start vanpool groups

Carpool Incentives:

- Individuals that carpool or vanpool to or from Fresno County at least twice a week with at least one other person to work or school can register for the Carpool Incentive Program. Three cash prizes totaling \$2,000 (one \$1,000 and two \$500) will be awarded each month to three individuals that has registered for the program and has submitted carpool logs for that month. A grand prize giveaway event will take place at the end of each fiscal year. At the event, various grand prizes will be awarded by drawing to the individuals that submitted carpool logs throughout the fiscal year
- Administrative, planning and implementation services associated with this category

✓ **Step 4 – Other Subprogram Requirements**

Implementation Guidelines affecting the Carpool/Vanpool Subprogram include:

- New vanpools applying for subsidies or reimbursements must include the following:
 - At least six (6) riders and one (1) driver (7 vanpool passengers total)
 - Vanpool should operate at least five (5) days per week, unless participants are working full-time on an alternate work schedule that requires fewer commute days
 - An Emergency Ride Home Program (ERH) provided or arranged by the Vanpool Provider or signed waivers from all participating vanpool riders/driver that they don't want ERH provided to their vanpool
 - Must originate within Fresno County
 - A qualifying “new” vanpool is one that is formed but not yet on the road, or a vanpool that has been on the road for less than two (2) months. No new vanpool may receive the subsidies or incentives unless at least 4 of the vanpool's riders have not traveled in a vanpool on a regular basis for a period of six months from the time of application submission to the program
 - Participants are required to use an authorized vanpool vendor such as Enterprise Rideshare, vRide, CalVans or other agency, or form an employer sponsored vanpool. Owner-Operator vanpools are not eligible to receive these subsidies

- Vanpools may supplement this incentive with other subsidies. Examples include employers, the San Joaquin Valley Air Pollution Control District (Air District) and Commuter Checks
- The subsidy must be revoked if a vanpool's ridership falls below seven members (including the driver) for more than four (4) consecutive months
- If an "offshoot" vanpool is formed from members of a vanpool that previously applied for a subsidy from this program, and the route is essentially the same, the original vanpool must remain viable or the new vanpool will not qualify for the subsidy. This is required only if the members from the original vanpool are counted towards the 7 passenger minimum
- Existing vanpools must comply with the following requirements:
 - At least six (6) riders and one (1) driver
 - Vanpool should operate at least five (5) days a week, unless participants are working full-time on an alternate work schedule that requires fewer commute days
 - An Emergency Ride Home Program (ERH) provided or arranged by the Vanpool Provider or signed waivers from all participating vanpool riders/driver that they don't want ERH provided to their vanpool
 - Must originate within Fresno County
 - Participants are required to use an authorized vanpool vendor such as Enterprise Rideshare, vRide, CalVans or other agency, or form an employer sponsored vanpool. Owner-Operator vanpools are not eligible to receive these subsidies
 - Vanpools may supplement this incentive with other subsidies. Examples include employers, the Air District and Commuter Checks
 - The subsidy must be revoked if a vanpool's ridership falls below seven members (including the driver) for more than four (4) consecutive months
- All persons applying for the Carpool incentive must comply with the following requirements:
 - Must be at least 18 years of age
 - All drivers have a valid driver's license
 - Carpools must commute to or from Fresno County
 - Participants must carpool at least twice a week with at least one other person to work or school. (Driving children to school or day care does not qualify for the incentive)
 - Participants must register in the Measure "C" Carpool Program at www.valleyrides.com. All registration information must be complete and accurate
 - Must submit online Commute Log Reports for each week carpooled at least twice in that week. Each Commute Logs counts as one entry into the drawings. No carpooler may submit more than one commute log per week
 - Participants who win a \$1,000 monthly drawing may still be eligible to win drawings during the remaining months. There are no limitations as to how many times a carpooler may win

- A carpool partner’s ineligibility DOES NOT affect the existing carpool participant’s eligibility status
- The drawing winners are individual carpool members in a verifiable carpool or vanpool. A winner is not defined as the entire carpool or any group of, or all carpool members, in a verifiable carpool/vanpool
- Participation grants Measure “C” and Valleyrides the right to use a participant’s name, photograph, quotes, video, and likeness for public relations purposes
- Participants, participant’s carpool partner(s) and office supervisor (employer) may be contacted to verify the information provided. We reserve the right to visit participant’s place of employment, school, or park and ride location at any time during participation. Falsifying any information will disqualify a participant from ALL Measure “C” Commute Incentive programs permanently

✓ **Step 5 – How to Claim the Subprogram Funds**

- The programs are to be evaluated for funding allocation from Fresno COG based upon an open competitive process. The Vanpool Program should provide an equal opportunity for both public and private industry competition, as well as potential public/private partnerships. Funds are available for eligible projects on a first-come, first-serve basis until the program funds are exhausted
- Each vanpool provider must fill out and submit the Measure “C” Commuter Vanpool Request for Subsidies/Reimbursements form when applying for Measure “C” Commuter Vanpool funds. The form is available on the Fresno COG website: www.fresnocog.org
- Each vanpool passenger requesting Measure “C” Commuter Vanpool funds must complete a Measure “C” Vanpool Incentive Program – Passenger Application and submit it with the Measure “C” Commuter Vanpool Request for Subsidies/Reimbursements. The application form is available on the Fresno COG website: www.fresnocog.org
- Fresno COG, as the implementing agency, will claim Subprogram funds from the Authority to be allocated through the competitive process as follows:
 - Upon request by Fresno COG to the Authority in February or March of each year, an estimate of Subprogram funds available for the next Fiscal Year will be provided (reference Table 2). The claim form (reference Appendix D) along with the final fund estimate will be forwarded to Fresno COG following the Authority Board meeting in May
 - Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 3
 - Fresno COG shall submit its claims to the Authority once the claim forms are approved by Fresno COG Policy Board
 - The Authority will consider and approve Fresno COG claims as they are received

- Any annual reporting required at the time of Fresno COG’s claim must be included in its claims package when it is submitted to the Authority before the claim are processed by the Authority

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply.

Farmworker Van Pools Category

✓ Step 1 – Understanding the Funding Subprogram/Category

Approximately .6% of Measure “C” is provided to fund Agricultural (Ag) carpool and vanpool subsidy programs originating within Fresno County. This will get commuters to their destinations safely, improve air quality, and provide a cost-effective alternative to the single occupant vehicle.

- Agricultural (Ag) Worker Van Pool Performance Criteria:
 - Fresno COG will issue a Request for Proposals to qualified entities to provide such a service
 - All Ag Worker Vanpools using Measure “C” funds allocated for this purpose must originate within Fresno County. This does not preclude an agency from using other Measure “C” funds (e.g., Regional Public Transit, Local Transportation Program) to subsidize additional Ag Worker Vanpools
 - Allocations of Measure “C” funds for Ag Worker Vanpools will be prioritized based on overall cost effectiveness and air quality benefit

✓ Step 2 – Available Subprogram Funds

The estimated Measure “C” Extension funding available under this category is provided in Table 3.

✓ Step 3 – Identifying Eligible Subprogram Projects

Measure “C” funds can subsidize Ag Worker Vanpool programs that originate within Fresno County. These funds are designed to spark the development of new vanpools, offer financial support and assistance to existing vanpools, and increase vanpool ridership. Eligible expenses include capital as well as operational costs.

- Eligible operational subsidies for Ag Worker Vanpools:
 - Weekly Lease Subsidy
Measure “C” funds will subsidize eligible Ag Worker Vanpools \$30 for each day of operation (not to exceed \$150 in one week) for up to one year. This subsidy may be renewed on an annual basis
- Administrative, planning and implementation services associated with this category

✓ **Step 4 – Verifying Eligibility**

Each vanpool provider must fill out and submit the Measure “C” Ag Worker Vanpool Request for Subsidies form when applying for Measure “C” Ag Worker Vanpool funds. This form needs to be filled out for each Vanpool requesting funds eligibility. The form is available through the vanpool companies. A list vanpool providers is provide on the Fresno COG website at <http://www.valleyrides.com/vanpool/how-can-i-join-a-vanpool/>.

The operator will maintain an active list of all Ag Worker Vanpools receiving the subsidy. Documentation should include a weekly listing of all riders in each van, the address of the vanpool driver (to verify county of origin), and the days per week that the vanpool operated. This documentation shall be used to verify use as basis for reimbursement.

✓ **Step 5 - Reimbursement Process**

The operator shall submit requests for reimbursement that include verification that each van requesting the Ag Worker subsidy meets all of the eligibility requirements. This verification can include, but is not limited to:

- A weekly driver log and the associated weekly billing invoice used and submitted by the driver
- A summary list of all vanpools and the amount being requested for reimbursement

✓ **Step 6 – Other Subprogram Requirements**

Implementation Eligibility Guidelines affecting the Farmworker Vanpool Subprogram include:

- At least six (6) riders and one (1) driver
- An ERH provided or arranged by the vanpool provider or signed waivers from all participating vanpool riders/driver that they don’t want ERH provided to their vanpool
- Must originate within Fresno County
- Participants are required to use an authorized vanpool vendor such as Enterprise Rideshare, vRide, CalVans or other agency, or form an employer sponsored vanpool. Owner-Operator vanpools are not eligible to receive these subsidies
- Vanpools may supplement this incentive with other subsidies. Examples include employers, the Air District and Commuter Checks
- The subsidy must be revoked if a vanpool’s ridership falls below seven members (including the driver) for more than 4 consecutive weeks

✓ **Step 7 – How to Claim the Subprogram Funds**

- The programs are to be evaluated for funding allocation from Fresno COG based upon an open competitive process. The Farmworker Vanpool Program should provide an

equal opportunity for both public and private industry competition, as well as potential public/private partnerships. Funds are available for eligible projects until the program funds are exhausted.

- Fresno COG, as the implementing agency, will claim Subprogram funds from the Authority to be allocated through the competitive process as follows:
 - Upon request by Fresno COG to the Authority in May or no later than by June of each year, an estimate of Subprogram funds available for the next Fiscal Year will be provided (reference Table 3). The claim form (reference Appendix D) along with the final fund estimate will be forwarded to Fresno COG following the Authority Board meeting in May
 - Funding allocations will be made by the Authority on a monthly basis, in accordance with estimates provided in Table 3
 - Fresno COG shall submit its claim to the Authority once the claim forms are approved by the Fresno COG Policy Board
 - The Authority will consider and approve Fresno COG claims as they are received
 - Any annual reporting required at the time of Fresno COG's claim must be included in its claims package when it is submitted to the Authority before the claim are processed by the Authority

New Technology Reserve Subprogram

An overview of the New Technology Reserve Subprogram and the steps necessary to claim funds are provided below. Table 3 also provides a quick overview of the funds expected during the current fiscal year for this subprogram.

✓ Step 1 – Understanding the Funding Program

The goal of the New Technology Reserve Subprogram is to set-aside Measure “C” funding to finance new transit technologies that may be developed in the future. The funding would likely provide matching funds to leverage other State, federal or other funding.

Funding for this Subprogram would be reserved to implement new transit technologies such as Personal Rapid Transit (PRT) or a similar system within the Fresno-Clovis Metropolitan Area (FCMA). System benefits would include the following:

- Reduced traffic congestion, energy consumption, and air emissions resulting from less vehicular traffic and less surface street congestion
- Improved mobility in densely developed areas by providing convenient and direct transit service

✓ Step 2 – Identifying Available Subprogram Funds

The current estimated Measure “C” Extension funding available is provided in Table 3. An updated table will be provided annually.

✓ Step 3 – Identifying Eligible Projects

Eligible Subprogram projects include the evaluation, planning, design and construction of new transit technologies. Specifically, the following projects would be eligible:

- A portion of the funds could have been allocated (allowed) to fund a study(ies) of new transit technologies, but were not. The cost was addressed as part of the Public Transportation Infrastructure Study (PTIS), which contained a feasibility analysis of new transit technologies
- Staff resources to seek additional funding necessary to implement results of the New Transit Technologies Study incorporated into the PTIS. This would include securing the services of a lobbyist for the project/service. The cities of Fresno and Clovis would work with the Authority to pursue the additional funding
- Environmental Review
- Design
- Right-of-way acquisition
- Construction of track and ancillary improvements
- Administrative, planning and implementation services associated with this subprogram

- Other necessary projects/systems/services as determined by Fresno COG and the Authority

Eligible entities include Fresno COG, Fresno County, and the cities.

✓ **Step 4 - Performance Criteria**

To ensure that Measure “C” funds are allocated appropriately and provide “measurable” outcomes identified in studies referenced in Step 3, funding for this subprogram may be eliminated if during a biennial Implementation Plan update, a detailed evaluation of the feasibility and likelihood of implementing such a new technology transit project/system(s) after ten (10) years is not imminent, or if construction is not imminent within 15 years after the Measure passes. The funds would then revert to the Implementation Plan update process to be allocated where the greatest need exists as determined by Fresno COG and the Authority.

✓ **Step 5 – Distributing and Claiming Subprogram Funds**

Funds will be distributed based upon a call for projects and resulting contract. Specifics regarding the call for projects will be developed at a later date.

✓ **Step 6 – How to Monitor the Subprogram and Report Contract Success Accomplishments**

Details will be developed on a contract-by-contract basis.

✓ **Step 7 - Other Provisions**

Given the likelihood that a majority of New Technology Reserve Subprogram funds will be available during the short-term period (next 5-years), the Authority reserves the right to allocate specified amounts of Subprogram funds to other Measure “C” Extension Programs. Such funds shall be repaid to the New Technology Reserve Subprogram consistent with Authority policy.

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply.

2. LOCAL TRANSPORTATION PROGRAM

The Local Transportation Program is designed to improve each individual city and the County local transportation system. To accomplish this important goal, 35% of Measure "C" Extension Funds over 20-years is allocated to fund several subprograms for publicly owned, operated, and maintained facilities, including the:

- ✓ Local Allocation Subprogram and its three allocation fund categories including:
 - Street Maintenance / Rehabilitation Category
 - ADA Compliance Category
 - Flexible Funding Category
- ✓ Pedestrian / Trails Subprogram
- ✓ Bicycle Facilities Subprogram

Table 4 below provides a quick overview of the funds expected for during the current fiscal year for this Program, each of the subprograms, and each subprogram category.

TABLE 4

MEASURE "C" EXTENSION IMPLEMENTATION PLAN
Local Transportation Program
 Fiscal Year 2013/2014 Estimated Funding Allocation

MEASURE "C" REAUTHORIZATION SALES TAX REVENUE		FY 2013/2014 MEASURE "C" FUNDING ESTIMATE	% OF MEASURE "C" FUNDING
		\$62,047,251	100.00%
FUNDING ALLOCATION PROGRAMS			
2. Local Transportation Program		\$21,468,349	34.6%
<i>Local Allocation</i>		<i>\$18,986,459</i>	<i>30.6%</i>
	Street Maintenance (50% of Local Allocation)	\$9,493,229	15.3%
	ADA compliance (1.75% of Local Allocation) ^{*1}	\$332,263	0.5%
	Flexible Funding (48.25% of Local Allocation)	\$9,160,967	14.8%
<i>Pedestrian/Trails</i>		<i>\$1,923,465</i>	<i>3.1%</i>
	Urban (Clovis and Fresno Spheres of Influence)	\$1,334,016	2.2%
	Rural	\$589,449	1.0%
<i>Bicycle Facilities</i>		<i>\$558,425</i>	<i>0.9%</i>

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

Local Allocation Subprogram

An overview of Local Allocation Subprogram and the steps necessary to claim funds is provided below. Table 4 also provides a quick overview of the funds expected during the current fiscal year for this subprogram and each related subprogram category.

Street Maintenance / Rehabilitation Category

✓ Step 1 – Understanding the Category

Approximately 15% of the 20-year Measure is guaranteed to the County and every city to address one of the most troubling transportation problems for local agencies, which is how to fund improvements that address the aging street and road systems. Eligible projects are referenced in Step 3 below.

✓ Step 2 – Available Street Maintenance / Rehabilitation Category Funds

- The estimated Measure “C” Extension funding available to each local agency under this Category is provided in Table 4
- Amounts received may be greater than amounts shown in Table 4 for Flexible Funds because some local agencies are exempt from required expenditures in some Categories or Subprograms such as the ADA Compliance Category and the Pedestrian / Trails, and Bicycle Facilities Subprograms. Due to the exemptions for these agencies, some funds are transferred to the Flexible Category

✓ Step 3 – Identifying Eligible Projects/Programs

Projects eligible under this category include projects or programs that match the following recommended definition of “street and highway maintenance, rehabilitation, reconstruction, and storm damage repair.” A “program” is defined as a group or category of projects such as slurry seal projects, patching projects, etc. An appropriate percentage or pro-ration of maintenance/rehabilitation equipment, audit, and overhead costs attributable to projects or programs under the Measure “C” Street Maintenance / Rehabilitation Category is an eligible expense.

Definition: As per AB 2928 (Proposition 42) language for local agency allocations (Revenue & taxation code, Section 7104 (e). Funds allocated to a city, county..... shall be used only for street and highway maintenance, rehabilitation, reconstruction, and storm damage repair. For purposes of this section, the following terms have the following meanings:

- *“Maintenance” means either or both of the following:*
 - *Patching* [the following clarification applies: “spot repair in the existing pavement such as pothole patching, grinding and resurfacing, or total reconstruction of a failed pavement section for a small area (i.e. dig-out)”]
 - *Overlay and/or sealing*
- *“Reconstruction” includes any overlay, sealing, or widening of the roadway, if the widening is necessary to bring the roadway width to the desirable minimum width consistent with the geometric design criteria of the department for 3-R (reconstruction, resurfacing, and rehabilitation) projects that are not on a freeway but does not include widening for the purpose of increasing the traffic capacity of a street or highway*
- *“Storm damage repair” is repair or reconstruction of local streets and highways and related drainage improvements that have been damaged due to winter storms and flooding, and reconstruction of drainage improvements to mitigate future roadway flooding and damage problems, in those jurisdictions that have been declared disaster areas by the President of the United States*

✓ **Step 4 – Other Requirements**

The following requirements apply to the Street Maintenance / Rehabilitation Category:

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

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply. Appendix D includes the Local Transportation Pass Through Revenues Certification and Claim form.

ADA Compliance Category

✓ **Step 1 – Understanding the Category**

Local agencies will receive .5% of Measure “C” Extension Funds over 20-years for ADA compliance including curb cuts and ramps to remove barriers, as well as other special transportation services.

✓ **Step 2 – Available ADA Compliance Category Funds**

- The estimated Measure “C” Extension funding available to each local agency under this category is provided in Table 3
- Referencing Table 3, some local agencies are exempt from allocating ADA Compliance Category funds to ADA-related projects because they are expected to receive less than \$200,000 per year under the Local Transportation Program
- The funding amounts for those agencies were allocated to the Flexible Category

✓ **Step 3 – Identifying Eligible ADA Compliance Category Projects**

Projects eligible under this category must deal with ADA compliance issues and include:

- Curb cuts, ramps, and striping to remove barriers
- Other special transportation services (that are “non-compliant” ADA projects)

✓ **Step 4 – Recognizing Other Requirements**

The following requirements apply to the ADA Compliance Category:

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

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply. Appendix D includes the Local Transportation Pass Through Revenues Certification and Claim form.

Flexible Category

✓ Step 1 – Understanding the Category

Approximately 15% of Measure “C” is provided to the local agencies for “flexible” funding programs or for any transportation project they feel is warranted (example: transit, pothole repair, match for new federal or State programs expended after July 1, 2007). The local agencies in Fresno County know what their needs are and how best to address those needs.

✓ Step 2 – Available Flexible Funds

The estimated Measure “C” Extension funding available to each local agency under this category is provided in Table 4. Amounts received may be greater than amounts shown in Table 4 for Flexible Funds because some local agencies are not required to expend funds in some of the Categories or Subprograms. Specifically, funds from the ADA Compliance Category and the Pedestrian / Trails, and Bicycle Facilities Subprograms may be added to the Flexible Category.

✓ Step 3 – Identifying Eligible Projects

Any transportation project is eligible for Flexible funding. Such projects include, but are not limited to the following:

- Capacity increasing (additional lanes, etc.) street and road projects
- Rehabilitation / Maintenance / Reconstruction projects
- Signals and other stop control devices or signage
- Medians
- Street trees and street landscaping
- Sidewalks
- Street lighting
- Easements dedicated to a local agency such as public utility easements, pedestrian and landscaping easements
- Bridges (car and pedestrian)
- Alleys (new and maintenance and repair of existing alleys)
- Street striping including centerlines, fog lines, crosswalks, and bike lanes
- Intelligent Transportation Systems (ITS) projects
- Bicycle / Trail / Pedestrian projects (new facilities or maintenance of existing facilities)
- Aviation projects
- Rail projects
- Public Transit projects
- Overhead costs
- Audit costs
- Other transportation-related improvements / projects (bus stop facilities, street sweepers, detour equipment, etc.)

A complete list of eligible projects is provided in Appendix K.

✓ **Step 4 – Other Requirements**

At this time, no other requirements or details appear necessary. If reporting and audits appear otherwise, additional requirements or details may be defined by Fresno COG and approved by the Authority in the future.

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply. Appendix D includes the Local Transportation Pass Through Revenues Certification and Claim form.

Provisions for the following Pedestrian/Trails Facilities and Bicycle Facilities Subprograms are similar or the same in some section. They are referenced in both Subprogram sections for ease of reference.

Pedestrian / Trails Facilities Subprogram

An overview of Pedestrian/Trails Facilities Subprogram and the steps necessary to claim funds is provided below. Table 4 also provides a quick overview of the funds expected during the current fiscal year for this subprogram.

The Expenditure Plan was amended on February 25, 2015 (Amendment #2), to modify the Pedestrian Trails Subprogram allowing some Measure “C” funded maintenance activities on trails constructed or extended at least partially with non-Measure “C” revenue. Pedestrian Trail proponents proposed amending the language in the Expenditure Plan to include provision to allow for limited Measure “C” funded maintenance of new Pedestrian Trail projects where the construction cost was funded in whole or part with non-Measure “C” Trail funds.

The amended provisions would go into effect for a one-year trial period. At the end of the one-year period, the Authority would conduct a public review of the effectiveness of the policy revision and decide whether to continue the program. If a majority of the Authority Board votes to continue the program, the amended provisions would become permanent, otherwise the amended provisions would be invalidated and the provisions of the initial Ballot language would go back into effect. If the Authority decides to discontinue the program, eligible projects that qualified for maintenance expenditures during the trial period would retain eligibility until the qualified budget is fully expended.

The amended provisions provide that if local agency builds a new trail, or an extension of an existing trail using non-Measure “C” Trail funds, the local agency would qualify to use the Measure “C” Trail funds for on-going maintenance costs of up to 20% of non-Measure funded capital construction costs subject to provisions referenced in the Resolution approving the amendment.

✓ Step 1 – Understanding the Funding Subprogram

Approximately 3% of Measure “C” is provided to fund significant improvements to the existing and planned pedestrian and trail systems. This will minimize traffic disruption and maximize safety for trail users and pedestrians.

✓ Step 2 – Available Subprogram Funds

The estimated Measure “C” Extension funding available to each local agency under this subprogram is provided in Table 4. Referencing Table 4, some local agencies are exempt from allocating Pedestrian / Trails Facilities Subprogram funds to pedestrian / trails-related projects because they have populations less than 25,000. The funding amounts for those

agencies were then allocated to the Flexible Category under the Local Allocation Subprogram.

✓ **Step 3 – Identifying Eligible Subprogram Projects**

Pedestrian/Trails projects are eligible for Subprogram funding. Such projects include the following:

- Pedestrian/trail facilities
- Signage and Striping
- Master Plan preparation and updates
- Other Program-related facilities and support facilities

✓ **Step 4 – Other Subprogram Requirements**

Implementation Guidelines affecting the Pedestrian / Trails Subprogram include:

- Master Plan for Pedestrian / Trail Facilities
 - By January 1, 2012, all participating jurisdictions within Fresno County will have updated and/or adopted a Master Plan for Pedestrian / Trail Facilities that promotes connectivity within all of Fresno County and its urban areas
 - Measure “C” funds may be used to pay for development of a Master Plan
 - The Master Plan will be the guiding document for upgrade and/or installation of such facilities

If any jurisdiction fails to meet this goal, the earmarked funds for Pedestrian and Trails facilities shall be withheld by the Authority until such time as a jurisdiction is in compliance.

- Pedestrian / Trails and Bike Lane Earmark Thresholds
 - Less than 25,000 population – jurisdictions are exempt from the earmarked funds for pedestrian / bicycle trails and earmarked funds for bicycle facilities
 - 25,000 – 74,999 population – jurisdictions may combine the earmarked funds for pedestrian / trails and the earmarked funds for bicycle facilities in order to provide flexibility in implementing projects conforming to any of the provided definitions
 - Greater than 75,000 population – jurisdictions must meet each of the earmark targets for 1) Pedestrian / Bicycle Trails and 2) Bicycle Facilities
- Allowed Accumulation of Earmark Funds Over Five (5) Years

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

- Earmarks for Pedestrian / Trails
 - These funds may be used for new construction of pedestrian/trails and for the development of the Master Plan as well as retrofitting pedestrian / trails within the circulation system that existed as of January 2007 or the date of adoption of the Master Plan
 - Trails built with earmarked or other Measure “C” funds shall, at a minimum, be designed in accordance with the design criteria for bicycle paths and multi-purpose trails set forth in the California Highway Design Manual, Chapter 1000, Bikeway Planning and Design, with the following caveats:
 - Within the Fresno Clovis Metropolitan Area, trails constructed with Measure “C” funds shall be 12 feet minimum where physically feasible
 - Within the Fresno Clovis Metropolitan Area, trails constructed with Measure “C” funds shall be built so that at-grade crossings are limited to one every half-mile at signalized intersections for new developments provided that this does not violate property owner rights
 - Trails built within existing neighborhoods shall be built so that mid-street crossings on collectors, arterials, superarterials or expressways should be either (a) controlled by an at-grade pedestrian waiting mechanism, signalized or otherwise flashing crossing or alternative warning devices, or (b) built with a grade separated crossing when these are warranted due to pedestrian / bicycle safety risk areas
 - Where a Class 1 trail crosses a street or expressway at grade, or for connectivity purposes, is established on a street, expressway or freeway as a Class II or Class III facility, signing and striping shall be in accordance with the nationwide standards established within the current edition of the MUTCD (Part 9) and/or current edition of the California Supplement to the MUTCD (Part 9). Jurisdictions shall certify to the Authority that these guidelines have been met in the utilization of Measure “C” funds
- New Pedestrian Facilities:
 - Every highway, expressway, super-arterial, arterial or collector (exempting freeway) within the urbanized areas throughout the County that is constructed or reconstructed in whole or in part with Measure “C” funds shall include sidewalks, paths, walkways, or equivalent facilities on both sides of the street, road, or highway for use by pedestrians
 - Facilities built and maintained by the State of California and projects, which are either for routine maintenance or traffic safety purposes, are exempt from this requirement
 - Expressways constructed in an urban area can meet this requirement by including a sidewalk, paths, walkways or equivalent facility on one side of the roadway

- Already expressly closed by order, ordinance or resolution to bicycle or pedestrian use under Section 21960 of the California Vehicle Code, the accommodation shall be by paved shoulder or Class 1 separated bicycle path and appropriate MUTCD signing and striping
- Similarly, in the future, and consistent with the provisions of Section 888 of the Streets and Highway Code, Caltrans shall not sever or destroy an existing or proposed major bicycle route included in an adopted bicycle plan unless it provides a reasonable, safe, and convenient alternate route or such a route exists. Identical provisions also apply to all local agencies within the County
- While not mandatory, but where circumstances require the closure of an existing bike facility, the intent is to provide an alternate bicycle route within ¼ mile or less of the severed route

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply. Appendix D includes the Local Transportation Pass Through Revenues Certification and Claim form.

Bicycle Facilities Subprogram

An overview of Local Allocation Subprogram and the steps necessary to claim funds is provided below. Table 4 also provides a quick overview of the funds expected during the current fiscal year for this subprogram.

✓ Step 1 – Understanding the Subprogram

Approximately 1% of Measure “C” is provided to fund significant improvements to the existing and planned bicycle facilities and/or systems. This will minimize traffic disruption and maximize safety for bicyclists.

✓ Step 2 – Available Program Funds

The estimated Measure “C” Extension funding available to each local agency under this subprogram is provided in Table 4. Referencing Table 4, some local agencies are exempt from allocating Bicycle Facilities Subprogram funds to bicycle-related projects because they have populations less than 25,000. The funding amounts for those agencies were then allocated to the Flexible Category under the Local Allocation Subprogram.

✓ Step 3 – Identifying Eligible Projects

Bicycle projects are eligible for Subprogram funding. Such projects include the following:

- Class II bicycle facilities
- Signage and Striping
- Master Plan preparation and updates
- Other Program-related facilities and support facilities

✓ Step 4 – Other Requirements

Implementation Guidelines affecting the Bicycle Facilities Subprogram include:

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

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

- Allowed Accumulation of Earmark Funds Over Five (5) Years

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

- Earmarks for Pedestrian / Bicycle Trails
 - These funds may be used for new construction of pedestrian/trails and for the development of the Master Plan as well as retrofitting pedestrian / trails within the circulation system that existed as of January 2007 or the date of adoption of the Master Plan
 - Trails built with earmarked or other Measure “C” funds shall, at a minimum, be designed in accordance with the design criteria for bicycle paths and multi-purpose trails set forth in the California Highway Design Manual, Chapter 1000, Bikeway Planning and Design, with the following caveats:
 - Within the Fresno Clovis Metropolitan Area, trails constructed with Measure “C” funds shall be 12 feet minimum where physically feasible
 - Within the Fresno Clovis Metropolitan Area, trails constructed with Measure “C” funds shall be built so that at-grade crossings are limited to one every half-mile at signalized intersections for new developments provided that this does not violate property owner rights
 - Trails built within existing neighborhoods shall be built so that mid-street crossings on collectors, arterials, superarterials or expressways should be either (a) controlled by an at-grade pedestrian waiting mechanism, signalized or otherwise flashing crossing or alternative warning devices, or (b) built with a grade separated crossing when these are warranted due to pedestrian / bicycle safety risk areas
 - Where a Class 1 trail crosses a street or expressway at grade, or for connectivity purposes, is established on a street, expressway or freeway as a Class II or Class III facility, signing and striping shall be in accordance with the nationwide standards established within the current edition of the MUTCD (Part 9) and/or current edition

of the California Supplement to the MUTCD (Part 9). Jurisdictions shall certify to the Authority that these guidelines have been met in the utilization of Measure “C” funds

- Earmarks for Bicycle Facilities

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

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply. Appendix D includes the Local Transportation Pass Through Revenues Certification and Claim form.

3. REGIONAL TRANSPORTATION PROGRAM

Table 5 below provides a quick overview of the funds expected for during the current fiscal year for this Program, each of the subprograms, and each subprogram category.

TABLE 5

MEASURE "C" EXTENSION IMPLEMENTATION PLAN

Regional Transportation Program

Fiscal Year 2013/2014 Estimated Funding Allocation

MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	FY 2013/2014 MEASURE "C" FUNDING ESTIMATE	% OF MEASURE "C" FUNDING
	\$62,047,251	100.00%
FUNDING ALLOCATION PROGRAMS		
3. Regional Transportation Program	\$18,862,364	30.4%
Urban (50%)	\$9,120,946	14.7%
Rural (50%)	\$9,120,946	14.7%
Fresno Airports	\$620,473	1.0%

Short-Term Regional Transportation Program - Implementing Guidelines

Understanding the Short-Term Regional Transportation Program

According to the *Measure "C" Extension Expenditure Plan*, roughly 30% of the Measure "C" funding is directed to capacity enhancing street and highway improvements in the Urban (Clovis and Fresno Spheres of Influence) and Rural (remaining County and rural cities) areas. The Expenditure Plan authorizes major new regional transportation projects to:

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

These projects provide for the movement of goods, services, and people throughout the County. The funding program requires new growth and development within the County and

each of the cities to contribute to regional street and highway project costs through establishment of the Regional Transportation Mitigation Fee (RTMF) program.

NOTE: The Measure “C” Regional Transportation Program provides funding for Tier 1 and 2 urban and rural street and road projects within Fresno County and its cities. It is anticipated that 20% of the total program shall be funded through implementation of a Regional Transportation Mitigation Fee (RTMF) on new or expanded development that increases traffic impacts. If any city or Fresno County should choose not to implement the RTMF, then that agency shall forfeit annually from the Local Transportation Program Street Maintenance / Rehabilitation Category an amount equal to the amount of RTMF that would otherwise have been paid for development projects within that jurisdiction during the year.

The Short-Term Regional Transportation Program addresses the current seven (7) year funding period within the 20-Year Program or between Fiscal Years 2014/15 and 2020/21. The remainder of this section primarily focuses on this Short-Term Program and only references the Long-Term Regional Transportation Program when necessary to describe the 20-year funding and allocation process. Additional details regarding the 20-year Measure “C” Regional Transportation Program are provided in the Expenditure Plan.

Urban and Rural Subprograms

Every Tier 1 project to be addressed in the Urban and Rural Subprograms over the life of the Measure is included in Tables 6 and 7. Figures 1 and 2 graphically display those Tier 1 projects included in the Short-term Regional Transportation Program. Short-term Regional Transportation Program projects will be funded using the following funding sources developed in 2014:

- ✓ Measure “C” funding
- ✓ Approximately 75% of the State Transportation Improvement Program (STIP) funding expected over the 20-year Measure, from prior Measure “C”, STIP, TCRP and other prior apportionments, and other anticipated local, State or federal funding apportionments or)
- ✓ Developer fees. New growth and development throughout the County would be required to contribute to Tier 1 project costs as part of the Regional Transportation Mitigation Fee (RTMF) program and local traffic fee programs implemented by the cities of Clovis and Fresno. Details regarding the RTMF are available on the Fresno COG Website at www.fresnocog.org.

TABLE 6
MEASURE "C" EXTENSION IMPLEMENTATION PLAN
Regional Transportation Program
Urban Subprogram Projects
2014/15 Project Cost Estimates (In \$1,000s)

Proj. ID	Agency	Location	Limits	2014/15 Cost Estimate
A	Caltrans	SR 180 E	Clovis to Temperance	107,710
B1	Caltrans	SR 180	Brawley/Hughes West	70,160
B2	Fresno	SR 180	Access RD	7,519
B3	Caltrans	SR 180	Brawley/Hughes Land Scape	5,122
C1	Caltrans	SR180/41/168	Braided Ramps	60,163
C2	Caltrans	SR180/41/168	Braided Ramps Landscape	6,500
D1	Clovis	Willow	Shepherd to Copper	7,942
D2	Clovis	Willow	Teague to Shepherd	775
D2a	Clovis	Willow	Shepherd Signal	2,446
D3	Clovis	Willow	1/4 mi North of Alluvial	693
D4a	Fresno	Willow	Teague to Shepherd	196
D4b	Fresno	Willow	Shepherd to Behymer	3,573
D5	Fresno	Willow	Decatur to Shepherd	3,900
D6	Fresno	Willow	International to Copper	783
D7	Fresno	Willow	Herndon to Alluvial	5,113
D8	Fresno	Willow	Barstow to Escalon	2,367
E1	Clovis	Temperance	Enterprise Canal to Nees	2,663
E2	Clovis	Temperance	N & S or Sierra	2,892
E3	Clovis	Temperance	Shepherd to Nees	569
F	Fresno	Ventura	SR41 to SR 99	3,427
G	Fresno	SR 99	Monterey Bridge	1,602
H1	Fresno	California	West to Fruit	1,900
H2	Fresno	California	Fruit to Ventura	9,384
I2a	Fresno	Peach	Jensen to Butler	0
I2a	Fresno	Peach	Signal @ Church	517
I2b	Fresno	Peach	Butler to So SJVRR	4,969
I2c	Fresno	Peach	Jensen to Butler	4,484
I3	Fresno	Peach	SR180 to Butler	12,311
J	Caltrans	SR 41	Aux LN Tulare to "O"	25,996
K 1	Clovis	Herndon	Willow to Minnewawa	3,939
K 2	Clovis	Herndon	Clovis to Bundy	2,478
K 3	Clovis	Herndon	Temperance to DeWolf	12,403
K 5	Fresno	Herndon	Blythe to Valentine	0
K 5a	Fresno	Herndon	Brawley to Valentine	2,951
K 5b	Fresno	Herndon	Blythe to Brawley East Bound	1,936
K 5c	Fresno	Herndon	Blythe to Brawley West Bound	928
K 6	Fresno	Herndon	Valentine to Marks	2,900
K 7	Fresno	Herndon	SR99 to Weber	5,524
K 8	Fresno	Herndon	@SR99	26,365
K 9	Fresno	Herndon	@UPRR	61,373
K 10	Fresno	Herndon	Riverside to Polk	2,931
K 11	Fresno	Herndon	Polk to Milburn	7,890
L1	Clovis	Shaw	East of Locan	2,360
L2	Clovis	Shaw	DeWolf to McCall	10,336
M	Caltrans	SR 99	North to Cedar	110,060
N1	Fresno	Veterans Blvd	Interchange	105,619
N2	Fresno	Veterans Blvd	Shaw/Barstow Bullard/Herndon	38,592
TOTAL URBAN PROJECT COST:				\$754,261

TABLE 7

MEASURE "C" EXTENSION IMPLEMENTATION PLAN

Regional Transportation Program

Rural Subprogram Projects

2014/15 Project Cost Estimates (In \$1,000s)

Proj. ID	Responsible Agency	Location	Limits	2014/15 Cost Estimate
A	Caltrans	SR180 W	Yuba/James Passing Lanes	12,077
B	Caltrans	SR 180 E	Temperance to Academy	68,443
C	Caltrans	SR180 E	Academy to Trimmer	37,647
D	Caltrans	SR180 E	Trimmer to Frankwood	97,148
E	County	Friant	Copper to Millerton	4,120
F	County	Golden State	American to Tulare County	48,195
G	Caltrans	SR 269	Bridge SR198 & Huron	30,250
H	Caltrans	SR 180 W	SR 180 to I5	305,110
I1	County	Mountain View	Bethel to Tulare County	24,848
J	Parlier	Academy	Manning to Ind. Park	3,536
K	Caltrans	SR 99	American Interchange	56,853
L	Caltrans	I-5	SR 198 Interchange	18,236
TOTAL RURAL PROJECT COST:				706,463

FIGURE 1

Measure “C” Short-Term Regional Transportation Program Urban Area Tier 1

Urban Tier 1 Projects - Construction Delivery Year

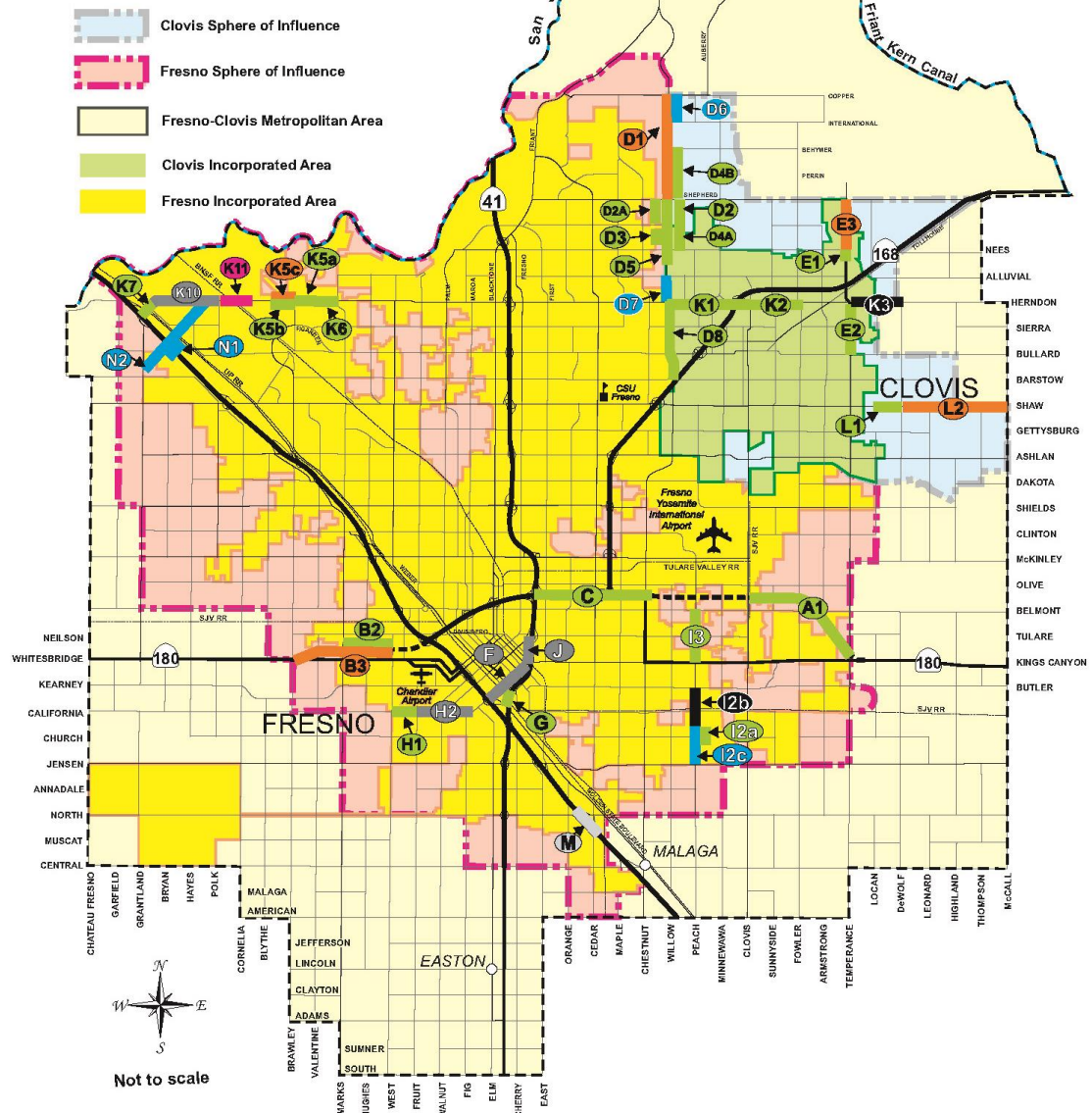
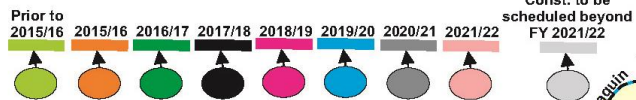
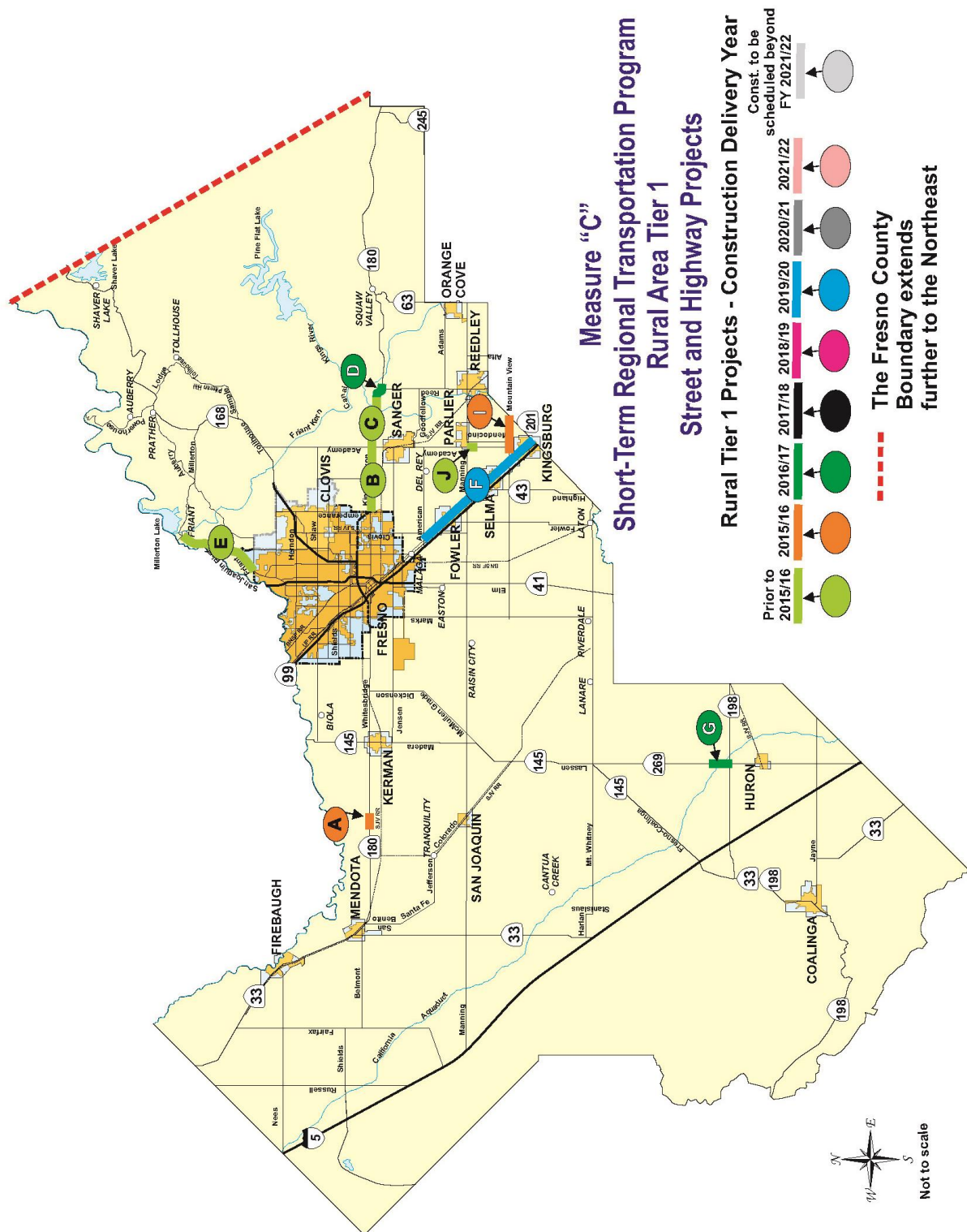


FIGURE 2



Project costs associated with all Tier 1 Urban and Rural projects have been revised to reflect current estimated costs and required improvements. Project costs are likely to change with each update of the Implementation Plan on a biennial basis or when an Implementation Plan amendment is required.

Available funding sources for Short-term Regional Transportation Program Tier 1 Urban and Rural regional streets and highways projects total slightly more than **\$1.146 billion** (2014/15 estimate). Long-term projects in the Urban and Rural Areas are also included in Tier 1 tables and figures referenced in the *2006 Measure “C” Extension Expenditure Plan*. Tier 2 projects are considered for funding once Tier 1 projects have been programmed or implemented and if additional funding is still available over the 20-year period.

The following steps are described to identify the project implementation procedures and requirements.

✓ **STEP 1 - Identifying Eligible Short-Term Regional Transportation Program Projects**

Eligible Urban and Rural Short-Term Regional Transportation Projects include:

- Tier 1 Projects listed in the 2006 Measure “C” Expenditure Plan including all phases of development and construction

Eligible projects include those projects included on the Tier 1 list of Regional Streets and Highways Subprogram list or Tables 2 and 3 in the Measure “C” Extension Expenditure Plan (reference Tables 6 and 7 in this Plan). Tier 2 projects are considered for funding once Tier 1 projects have been programmed or implemented and if additional funding is still available over the 20-year period. If additional Measure “C” Regional Transportation Program funds are still available after all Tier 1 and Tier 2 projects have been programmed, the Authority may identify additional projects contained in the most recent RTP Update. Presently no Tier 2 Projects are proposed for funding as the Tier 1 list remains underfunded.

Short- and Long-Term Urban and Rural Regional Transportation Subprogram projects are listed in Tables 6 and 7 and Short-Term projects are displayed in Figures 1 and 2 in this Plan. In addition, detailed project sheets for each Short-Term project segment are provided in Appendix E.

Eligible investments would include all recognized Subprogram project phases including:

- Planning and environmental analysis
- Conceptual and Preliminary engineering
- Design Engineering (PS&E)
- Right-of-way acquisition, support and relocation
- Utilities relocation

- Construction
- Inspection and construction engineering
- Direct staff time (salary and benefits)
- Consultants selected consistent with the Authority’s, local agency’s, or Caltrans’ selection process
- Construction contractors selected consistent with the Authority’s selection process
- Necessary Authority oversight costs (Authority staff or consultant services to manage the delivery of Regional Streets and Highways Subprogram projects financed using Measure funds)

Indirect costs (as defined by OMB Circular A-87) will be considered an eligible expense and retroactive expenses prior to July 1, 2007 are considered ineligible. Expenses incurred after July 1, 2007, but before a responsible agency has entered into a cooperative project agreement with the Authority for a currently active project, are incurred at the risk of the responsible agency. The cooperative project agreement will establish the final budget for a project.

✓ **Step 2 – Technical Prioritization of Tier 1 Urban and Rural Projects**

A methodology was developed to establish a process for prioritizing Measure “C” Tier 1 Urban and Rural Regional Transportation Program improvement projects during development of the Measure “C” Extension Expenditure Plan. The prioritization process is not the only criteria that the Regional Transportation Subcommittee considered to program projects over time. Other possible factors that were considered include:

- Project readiness
- Timing and availability of funds
- System connectivity
- Other local conditions that warrant priority

An analysis framework consisting of measurable criteria was developed based upon the same process applied in past Regional Transportation Plans (RTPs) to establish project priorities. Emphasis was given to identifying key differences between the Tier 1 projects and the tradeoffs that need to be weighed in programming process. To evaluate regional street and highway projects, staff developed quantification and qualification evaluation criteria focusing on project objectives or benefits. A description of the process is on file at Fresno COG. Since development of the Extension Expenditure Plan, emphasis has been placed on project readiness and the timing and availability of funding to develop the program of regional transportation projects.

✓ **Step 3 – Identifying Available Short-Term Regional Transportation Program Funding Sources**

Referencing Table 8, the Measure "C" allocation for Short-term Tier 1 projects is 50% for urban projects and 50% for rural projects. Referencing the Expenditure Plan, in order to accomplish the Tier I program in a timely fashion, approximately 75% of the State Transportation Improvement Program funds due to the Fresno County region over the 20-year life of the Measure "C" (2007-2027) have been committed to Tier 1 projects.

TABLE 8
MEASURE "C" EXTENSION IMPLEMENTATION PLAN
Regional Transportation Program
Funding Sources & Project Costs

(In \$1,000s)

Funding Source	Urban	Rural	Total
Prior Measure	108,371	62,281	170,652
Prior STIP	5,700	25,317	31,017
Prior TCRP	20,000		20,000
Prior Other Fed	11,670		11,670
Measure "C"	214,452	214,452	428,904
STIP	162,453	67,016	229,469
FED ARRA		19,612	19,612
RTMF	73,027	71,677	144,704
Interest	5,740	12,766	18,506
TCRP	1,162		1,162
RSTP/CMAQ	16,128		16,128
Local Funds/Developer fees	62,987		62,987
SHOPP	55,000	15,250	70,250
Total Revenues	747,161	498,771	1,245,932
Total Project Costs	754,261	706,463	1,460,724
Net Deficit	(7,100)	(207,692)	(214,792)

In addition, funding will be available for Short-term projects through implementation of the Regional Transportation Mitigation Fee (RTMF) on new or expanded development that increases traffic impacts, as well as other funding sources such as American Recovery and Reinvestment Act (ARRA) funds.

Although the primary purpose of the Regional Transportation Program fund is to augment Tier I funding levels, there is recognition that it is difficult to accurately project revenues / expenditures over a 20-year period. Therefore, in the event that additional resources (e.g. federal or state earmarks) are made available to fully fund all of the Tier I projects over the life of the Measure, then it is acknowledged that the Authority (in consultation with Fresno COG), will have the flexibility to fund other urban and rural street and road projects contained in the Tier 2 list of regional transportation projects. This would be accomplished through the Implementation Plan update process, and appropriate Tier 2 list project(s) would be amended into the Tier 1 funded program. The Short-Term Regional Transportation Program is driven by the availability of funding from Measure “C”, STIP, and other State, federal, and local funding programs.

As previously mentioned, the Expenditure Plan assumes that 75% of the available STIP revenues will be allocated to Urban and Rural Tier 1 projects over the 20-year Measure. Long established Fresno COG policy regarding the STIP County Share prioritizes projects on the Urban and Rural Tier 1 Program and assumes 75% of the available STIP revenues will be allocated to the Urban and Rural Tier 1 Program over the 20 year Measure; however, reductions in future STIP estimates bring into question the ability of the STIP to deliver projects promised on the Tier 1 list even using 100% STIP shares. For purposes of the updated Short-Term Regional Transportation Program (reference Tables 9 and 10), some funding from the STIP and RTMF revenue is assumed. In addition, other federal and State funding is assumed. Consistent with the recommendation by the Regional Transportation Subcommittee, a majority of STIP funds and RTMF funding will still be allocated to State Route and major expressway/arterial improvement projects under the Long-Term Regional Transportation Program. The scheduling of projects in the Long-Term period reflected in Tables 9 and 10 is strictly for purpose of financially constraining the 20-year funding period.

The allocation of funds described in this Plan will be achieved over the next seven (7) years and may vary from year to year. Because funding estimates in this Plan are based on percentage distributions, dollar values in this Plan are estimates only. Actual revenues will be programmed based on the percentage distributions identified in the Expenditure Plan. Actual revenues may be higher or lower than expected in this Plan, due to changes in sales tax receipts, the amount of regional impact fees collected, and/or matching or leveraging capability. Matching or leveraging of outside funding sources is strongly encouraged. Any additional transportation sales tax revenues made available through their replacement by matching funds will be reallocated and programmed during the biennial Implementation Plan update process.

Estimated Measure “C” Extension and other funding available to responsible agencies to implement short-term regional street and road projects over the 7-year program is provided in Tables 9 and 10. Updated tables will be provided at least biennially during update of this Implementation Plan.

Measure "C" Transportation Sales Tax Extension
 Measure "C" Strategic Implementation Plan

TABLE 9

MEASURE "C" EXTENSION IMPLEMENTATION PLAN

Regional Transportation Program

Urban Program of Projects

(In \$1,000s)

Project ID	Urban Regional Program	Project Phase	Prior 06/30/14	Short Term Planning Period							Long Term Planning Period						Total
				2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
A	SR 180 East	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Clovis to Temperance	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Caltrans	Const	107,710	0	0	0	0	0	0	0	0	0	0	0	0	0	107,710
	Total		107,710	0	0	0	0	0	0	0	0	0	0	0	0	0	107,710
B1 & B3	SR180 West	PE	540	0	0	0	0	0	0	0	0	0	0	0	0	0	540
	Brawley to Huges West	ROW	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	Caltrans	Const	70,160	0	4,572	0	0	0	0	0	0	0	0	0	0	0	74,732
	Total		70,710	0	4,572	0	0	0	0	0	0	0	0	0	0	0	75,282
B2	SR180 West - Frontage Road	PE	335	0	0	0	0	0	0	0	0	0	0	0	0	0	335
	Marks to Hughes West	ROW	2,758	0	0	0	0	0	0	0	0	0	0	0	0	0	2,758
	Fresno	Const	4,426	0	0	0	0	0	0	0	0	0	0	0	0	0	4,426
	Total		7,519	0	0	0	0	0	0	0	0	0	0	0	0	0	7,519
I	Peach	PE	1,352	0	0	0	0	0	0	0	0	0	0	0	0	0	1,352
	Traffic Signal @ Church	ROW	4,175	0	0	400	400	0	0	0	0	0	0	0	0	0	4,975
	Fresno	Const	7,786	0	0	0	4,084	0	4,084	0	0	0	0	0	0	0	15,954
	Total		13,313	0	0	400	4,484	0	4,084	0	0	0	0	0	0	0	22,281
G	Monterey Bridge	PE	155	0	0	0	0	0	0	0	0	0	0	0	0	0	155
	Broadway - Golden State	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Fresno	Const	1,447	0	0	0	0	0	0	0	0	0	0	0	0	0	1,447
	Total		1,602	0	0	0	0	0	0	0	0	0	0	0	0	0	1,602
D	Willow	PE	1,231	769	0	191	0	0	87	0	0	0	0	0	0	0	2,278
		ROW	1,475	0	1,979	865	0	0	0	0	0	0	0	0	0	0	4,319
	Fresno/Clovis	Const	11,244	0	5,194	0	0	0	4,753	0	0	0	0	0	0	0	21,191
	Total		13,950	769	7,173	1,056	0	0	4,840	0	0	0	0	0	0	0	27,788
F	Ventura	PE	0	0	0	0	219	0	0	0	0	0	0	0	0	0	219
	Sr 41 to Sr 99	ROW	0	0	0	0	820	0	0	0	0	0	0	0	0	0	820
	Fresno	Const	0	0	0	0	0	0	2,388	0	0	0	0	0	0	0	2,388
	Total		0	0	0	0	1,039	0	2,388	0	0	0	0	0	0	0	3,427
C	Sr 41,168,180 Braided Ramps	PE	4,840	0	0	0	0	0	0	0	0	0	0	0	0	0	4,840
		ROW	110	0	0	0	0	0	0	0	0	0	0	0	0	0	110
	Caltrans	Const	61,713	0	0	0	0	0	0	0	0	0	0	0	0	0	61,713
	Total		66,663	0	0	0	0	0	0	0	0	0	0	0	0	0	66,663
K	Herndon	PE	1,644	0	1,896	0	0	0	232	0	0	0	0	0	851	0	4,623
		ROW	3,048	100	0	4,241	0	0	0	299	0	0	0	0	0	0	7,688
	Fresno/Clovis	Const	15,404	0	710	0	6,874	7,032	0	2,400	0	0	0	0	0	86,887	119,307
	Total		20,096	100	2,606	4,241	6,874	7,032	232	2,699	0	0	0	0	851	86,887	131,618
L	Shaw	PE	1,075	0	0	0	0	0	0	0	0	0	0	0	0	0	1,075
		ROW	371	2,045	0	0	0	0	0	0	0	0	0	0	0	0	2,416
	Clovis	Const	1,780	7,425	0	0	0	0	0	0	0	0	0	0	0	0	9,205
	Total		3,226	9,470	0	0	0	0	0	0	0	0	0	0	0	0	12,696
H	California	PE	0	0	0	0	574	0	0	0	0	0	0	0	0	0	574
		ROW	0	0	0	0	0	2,701	0	0	0	0	0	0	0	0	2,701
	Fresno	Const	1,900	0	0	0	0	0	6,109	0	0	0	0	0	0	0	8,009
	Total		1,900	0	0	0	574	2,701	6,109	0	0	0	0	0	0	0	11,284
M	SR99 Interchange	PE	0	145	0	0	0	0	0	0	11,654	0	0	0	0	0	11,799
	North/Cedar/SR 99	ROW	0	0	0	0	0	0	0	0	0	17,223	0	0	0	0	17,223
	Caltrans	Const	0	0	0	0	0	0	0	0	0	0	81,038	0	0	0	81,038
	Total		0	145	0	0	0	0	0	0	11,654	17,223	81,038	0	0	0	110,060
E	Temperance	PE	586	0	0	0	0	0	0	0	0	0	0	0	0	0	586
	Enterprise Canal to South of Shepherd	ROW	346	0	0	0	0	0	0	0	0	0	0	0	0	0	346
	Clovis	Const	4,691	501	0	0	0	0	0	0	0	0	0	0	0	0	5,192
	Total		5,623	501	0	0	0	0	0	0	0	0	0	0	0	0	6,124
J	SR41 Aux Lanes	PE	0	3,900	0	0	0	0	0	0	0	0	0	0	0	0	3,900
	Tulare to "O" Street	ROW	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6
	Caltrans	Const	0	0	0	0	0	0	0	22,090	0	0	0	0	0	0	22,090
	Total		0	3,900	0	0	0	0	6	22,090	0	0	0	0	0	0	25,996
N	Veterans Blvd.	PE	11,601	0	0	0	0	0	0	0	0	0	0	0	0	0	11,601
		ROW	22,857	0	0	0	0	0	0	0	0	0	0	0	0	0	22,857
	Fresno	Const	0	0	0	0	0	0	109,753	0	0	0	0	0	0	0	109,753
	Total		34,458	0	0	0	0	0	109,753	0	0	0	0	0	0	0	144,211
Grand Total			PE	23,359	4,814	1,896	191	219	574	319	0	11,654	0	0	851	0	43,877
			ROW	35,150	2,145	1,979	5,506	1,220	0	2,707	299	0	17,223	0	0	0	66,229
			Const	288,261	7,926	10,476	0	10,958	7,032	118,590	32,987	0	0	81,038	0	86,887	644,155
			Total	346,770	14,885	14,351	5,697	12,397	7,606	121,616	33,286	11,654	17,223	81,038	851	86,887	754,261

TABLE 9 (Continued)

MEASURE "C" EXTENSION IMPLEMENTATION PLAN

Regional Transportation Program

Urban Program of Projects

(In \$1,000s)

Urban Program Funding Allocation		Prior 06/30/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Total
Balance Forward		0	5,335	576	2,583	8,699	13,010	18,448	3,843	11,226	29,288	37,146	49,225	42,819	59,444	
Revenues																
Measure "C"		38,849	9,486	9,865	10,260	10,670	11,097	11,541	15,503	14,983	15,782	16,701	17,541	16,987	15,187	214,452
Prior Measure		88,082	0	0	0	0	0	3,500	2,500	2,800	3,200	3,500	4,736	0	53	108,371
STIP		60,678	0	4,022	0	0	0	21,057	22,090	0	0	8,446	51,860	0	0	168,153
SLPP		10,471	0	0	0	0	0	0	0	0	0	0	0	0	0	10,471
Other State - HBR/Shopp/Ect.		76,162	0	0	0	0	0	0	0	0	0	0	0	0	0	76,162
Fed Aid - RSTP/CMAQ/DEMO/STIM		26,786	384	628	0	0	0	0	0	0	0	0	0	0	0	27,798
RTMF		41,725	0	0	0	0	0	31,302	0	0	0	0	0	0	0	73,027
Local Development Fees		6,751	154	1,789	1,359	5,665	1,406	39,288	540	0	0	0	0	0	5,103	62,055
Other Local		932	0	0	0	0	0	0	0	0	0	0	0	0	0	932
Interest		1,669	102	54	194	373	541	323	36	279	530	655	495	489	0	5,740
Total Revenues		352,105	10,126	16,358	11,813	16,708	13,044	107,011	40,669	18,062	19,512	29,302	74,632	17,476	20,343	747,161
Expenses																
Project Expenses		346,770	14,885	14,351	5,697	12,397	7,606	121,616	33,286	0	11,654	17,223	81,038	851	86,887	754,261
Debt Service		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Expenses		346,770	14,885	14,351	5,697	12,397	7,606	121,616	33,286	0	11,654	17,223	81,038	851	86,887	754,261
Ending Balance			5,335	576	2,583	8,699	13,010	18,448	3,843	11,226	29,288	37,146	49,225	42,819	59,444	(7,100)

Measure "C" Transportation Sales Tax Extension
Measure "C" Strategic Implementation Plan

TABLE 10

MEASURE "C" EXTENSION IMPLEMENTATION PLAN

Regional Transportation Program

Rural Program of Projects

(In \$1,000s)

Project ID	Rural Regional Program	Project Phase	Prior	Short Term Planning Period								Long Term Planning Period							Total
			06/30/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27			
B	SR 180 East	PE	11,841	0	0	0	0	0	0	0	0	0	0	0	0	0	11,841		
	Temperance to Quality	ROW	23,859	0	0	0	0	0	0	0	0	0	0	0	0	0	23,859		
	Caltrans	Const	32,743	0	0	0	0	0	0	0	0	0	0	0	0	0	32,743		
		Total	68,443	0	0	0	0	0	0	0	0	0	0	0	0	0	68,443		
E	Friant Rd.	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Copper to Millerton	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	County	Const	4,120	0	0	0	0	0	0	0	0	0	0	0	0	0	4,120		
		Total	4,120	0	0	0	0	0	0	0	0	0	0	0	0	0	4,120		
I	Mounian View	PE	2,041	0	0	0	0	0	0	0	0	0	0	0	0	0	2,041		
	Bethel to Tulare co.	ROW	3,660	0	0	0	0	0	0	0	0	0	0	0	0	0	3,660		
	County	Const	4,944	0	14,203	0	0	0	0	0	0	0	0	0	0	0	19,147		
		Total	10,645	0	14,203	0	0	0	0	0	0	0	0	0	0	0	24,848		
F	Golden State	PE	6,806	0	0	0	0	0	0	0	0	0	0	0	0	0	6,806		
	American to Tulare Co. Line	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	County	Const	0	0	0	0	0	29,716	11,673	0	0	0	0	0	0	0	41,389		
		Total	6,806	0	0	0	0	0	29,716	11,673	0	0	0	0	0	0	48,195		
G	SR 269 Bridge	PE	4,700	0	0	0	0	0	0	0	0	0	0	0	0	0	4,700		
	@SR 109	ROW	0	1,520	0	0	0	0	0	0	0	0	0	0	0	0	1,520		
	Caltrans	Const	0	0	0	24,030	0	0	0	0	0	0	0	0	0	0	24,030		
		Total	4,700	1,520	0	24,030	0	0	0	0	0	0	0	0	0	0	30,250		
J	Academy	PE	219	0	0	0	0	0	0	0	0	0	0	0	0	0	219		
	Manning to Industrial Park	ROW	371	0	0	0	0	0	0	0	0	0	0	0	0	0	371		
	Parlier	Const	2,946	0	0	0	0	0	0	0	0	0	0	0	0	0	2,946		
		Total	3,536	0	0	0	0	0	0	0	0	0	0	0	0	0	3,536		
K	American Avenue Interchange	PE	0	0	0	0	0	0	0	0	0	0	0	7,831	0	7,831	0		
	American Avenue @ SR 99	ROW	0	0	0	0	0	0	0	0	0	0	0	2,554	0	2,554	0		
	Caltrans	Const	0	0	0	0	0	0	0	0	0	0	0	0	0	46,468	46,468		
		Total	0	0	0	0	0	0	0	0	0	0	0	0	10,385	46,468	56,853		
C	SR 180 East	PE	5,647	0	0	0	0	0	0	0	0	0	0	0	0	0	5,647		
	Academy to Smith	ROW	11,200	0	0	0	0	0	0	0	0	0	0	0	0	0	11,200		
	Caltrans	Const	20,800	0	0	0	0	0	0	0	0	0	0	0	0	0	20,800		
		Total	37,647	0	0	0	0	0	0	0	0	0	0	0	0	0	37,647		
D	SR 180 East	PE	8,517	0	0	0	0	0	0	0	0	0	0	0	0	0	8,517		
	Trimmer to Frankwood	ROW	34,731	0	0	0	0	0	0	0	0	0	0	0	0	0	34,731		
	Caltrans	Const	0	0	53,900	0	0	0	0	0	0	0	0	0	0	0	53,900		
		Total	43,248	0	53,900	0	0	0	0	0	0	0	0	0	0	0	97,148		
H	SR 180 West	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	42,084	42,084		
	I5 Connection	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	43,838	43,838		
	Caltrans	Const	0	0	0	0	0	0	0	0	0	0	0	0	0	219,188	219,188		
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	305,110	305,110		
A	SR180 West	PE	2,313	0	0	0	0	0	0	0	0	0	0	0	0	0	2,313		
	Yuba to James	ROW	2,295	0	0	0	0	0	0	0	0	0	0	0	0	0	2,295		
	Caltrans	Const	0	7,469	0	0	0	0	0	0	0	0	0	0	0	0	7,469		
		Total	4,608	7,469	0	0	0	0	0	0	0	0	0	0	0	0	12,077		
L	I5 - SR 198 Interchange	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	4,208	4,208		
	I5 - SR 198	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Caltrans	Const	0	0	0	0	0	0	0	0	0	0	0	0	0	14,028	14,028		
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	18,236	18,236		
Grand Total		PE	42,084	0	0	0	0	0	0	0	0	0	0	7,831	46,292	96,207	0		
		ROW	76,116	1,520	0	0	0	0	0	0	0	0	0	0	2,554	43,838	124,028	0	
		Const	65,553	7,469	68,103	24,030	0	29,716	11,673	0	0	0	0	0	0	279,684	486,228	0	
		Total	183,753	8,989	68,103	24,030	0	29,716	11,673	0	0	0	0	0	10,385	369,814	706,463	0	
			183,753	8,989	68,103	24,030	0	29,716	11,673	0	0	0	0	10,385	369,814	706,463	0		

TABLE 10 (Continued)

MEASURE "C" EXTENSION IMPLEMENTATION PLAN

Regional Transportation Program

Rural Program of Projects

(In \$1,000s)

	06/30/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Total
Balance Forward	0	2,151	4,266	1	8,202	19,346	1,078	7,996	25,388	44,364	64,937	87,537	112,903	137,993	
Revenues															
Measure	29,502	9,486	9,865	10,260	10,670	11,097	15,041	14,503	15,283	16,182	17,001	19,049	19,943	16,570	214,452
Prior Measure	6,804	1,520	1,700	11,280	0	0	3,514	2,645	3,012	3,240	3,944	4,122	12,941	7,559	62,281
STIP	44,633	0	47,700	0	0	0	0	0	0	0	0	0	0	0	92,333
SLPP	10,400	0	0	0	0	0	0	0	0	0	0	0	0	0	10,400
Other State - HBR/SHOPP/ect.	4,700	0	0	10,550	0	0	0	0	0	0	0	0	0	0	15,250
Fed Aid - RSTP/CMAQ/DEMO	19,612	0	0	0	0	0	0	0	0	0	0	0	0	0	19,612
RTMF	67,177	0	4,500	0	0	0	0	0	0	0	0	0	0	0	71,677
Local Development Fees	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Interest	3,076	98	73	141	474	351	36	244	681	1,151	1,655	2,195	2,591	0	12,766
Total Revenues	185,904	11,104	63,838	32,231	11,144	11,448	18,591	17,392	18,976	20,573	22,600	25,366	35,475	24,129	498,771
Expenses															
Project Expenses	183,753	8,989	68,103	24,030	0	29,716	11,673	0	0	0	0	0	10,385	369,814	706,463
Debt Service	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Expenses	183,753	8,989	68,103	24,030	0	29,716	11,673	0	0	0	0	0	10,385	369,814	706,463
Ending Balance		2,151	4,266	1	8,202	19,346	1,078	7,996	25,388	44,364	64,937	87,537	112,903	137,993	(207,692)

✓ **Step 4 - Process Applied to Develop the Short-Term Program of Projects**

Projects were originally prioritized using the technical process described in Step 3. However, technical prioritization does not result in a logical implementation plan, as various project segments may score higher than other segments that should be constructed first. Therefore, using the technical prioritization as a guideline, staff originally met with the Cities of Fresno and Clovis to develop the implementation schedule. In addition, some projects with committed grant funding were scheduled to address the availability of that funding source. Should the grant funding not be secured, the project schedule could change.

The updated project implementation schedule for the 20-year Measure has been split into two (2) planning periods, Short-Term (7-year period between FY 2014/15 and 2020/21), and Long-Term (8-year period between FY 2021/22 and 2026/27). The Short-Term period uses mainly Measure funding, local development fees, known STIP commitments, and RTMF funding. The projects scheduled during this period have a strong assurance of being completed. The Long-Term period uses Measure and STIP funding. The projects in the Long-Term period are at the highest risk for completion and funding, as revenues and inflation are difficult to predict. These projects are also subject to schedule adjustment in future Plan updates.

There is generally strong agreement that the projects in the Short-Term period are the projects that need to be completed first. There is less agreement regarding the scheduling of projects in the Long-Term period. In addition, estimates and details regarding these projects are changing significantly, as project concepts are developed. As previously stated, the scheduling of projects in the Long-Term period is strictly for the purpose of financially constraining the 20-year period and does not accurately reflect when the projects will be delivered. It is anticipated that those details will be addressed as a clearer picture of revenues and cost estimates evolve over time.

The ability to fully fund or complete all programs or projects on the Tier 1 urban and rural project lists may be impacted by changing circumstances over the duration of the sales tax. Tax proceeds originally allocated to a listed project may become available for reallocation due to a number of reasons including the following:

- A listed project is completed under budget
- A listed project is partially or fully funded by funding sources other than revenues referenced in Tables 9 and 10
- A project sponsor and implementing agency request deletion of a listed project because of the unavailability of other local funds
- A listed project cannot be completed due to an infeasible design, construction limitation, or substantial failure to meet specified implementation milestones

The original (2006) Measure “C” Extension Expenditure Plan anticipated \$504 million in sales tax, \$400 million in STIP funds, and approximately \$102 million in RTMF fees for a total of

approximately \$1 billion in regional revenues to fund the Urban and Rural Tier 1 projects. The anticipated cost of the Urban and Rural Tier 1 projects at the time (inflated at 5% through to the year 2017 or halfway through the 20-year life of the Measure), was also approximately \$1 billion. The uninflated project cost for Tier 1 projects was projected at approximately \$534 million. Upon finding that Measure and other funding proceeds are available for reallocation, Fresno COG and the Authority may reallocate Measure and other revenues to other Tier 1 improvement projects or if Tier 1 is fully funded, identify projects in the Urban and Rural Tier 2 project lists that may be funded.

Since the voters approved the Expenditure Plan, funding estimates have been adjusted down in lieu of changed revenue expectations. Referencing Table 8, staff now estimates a combined revenue estimate of \$1.246 billion. This includes \$170.7 million in revenues generated under the prior Measure “C” for projects that will be completed under the Measure “C” Extension. In the spirit of leveraging Measure revenues, other revenues are anticipated, which were not assumed when the Measure was approved by voters in 2006. Other revenues include interest, State and federal grants, local contributions, and local developer fees/exactions. Included in this total are local/development fees representing a 20% match agreed to by the cities of Fresno and Clovis for projects also included in local fee programs.

Implementation of the RTMF program was approved by Fresno COG in October 2009 and became effective on January 1, 2010. The program provides funding for major projects in the Regional Transportation Program and to a list of other freeway interchanges not included in the Regional Transportation Program. It is anticipated the RTMF may generate \$144.7 million over the 20-year period. For the Short-term Regional Transportation Program, it is anticipated that the RTMF may generate \$35.8 million by 2020/21 or during the Short-term Program. Projecting the collection of RTMF funding is difficult since the building industry is slowly recovering from the recent recession. The build-up of RTMF program funding to a level adequate to provide anticipated construction will take years, and advocates for all the nominated projects are anxious to have their projects built as soon as possible. As a result, the schedule included in Tables 9 and 10 considers a mixture of Measure “C”, STIP, and RTMF program funds to deliver the projects as early as possible. The mix of funding for each project does not represent a firm commitment at this stage and RTMF program funding is subject to change as actual proceeds are collected and future projections change.

Based upon the allocation estimates referenced in Table 5 and Table 8, sales tax proceeds are slightly increasing over time. Minor adjustments were made to the long-range estimate to reflect this trend; however, the anticipated 4% increase in sales tax proceeds remains. Adjustments were also applied to increase the drawdown of future STIP county shares; however, the biennial STIP process is being monitored closely. Current revenue estimates have not been strong and there is considerable uncertainty as to where future STIP capacity will be programed from.

As noted above, RTMF fees appear to be increasing. While the collections are not what were originally envisioned in the Nexus Study, an increase of \$106.4 in fee collections is recognized in the updated Nexus Study (2014), combined with subsequent action by Fresno COG and the Authority to borrow Measure “C” to advance eligible RTMF projects. An adjustment was also made to Local Development fees to correct a spreadsheet error in the prior adopted plan. Finally, minor adjustments were made to reflect interest earnings and State and Local Partnership funding. The total adjustments added \$91.1 million to the Regional Transportation Program with the Urban Subprogram increasing by \$26.1 million and the Rural Subprogram increasing by \$68.1 million.

Referencing Table 8, when the projects are spread over the 20-year period and an inflation factor is applied, project costs total \$1.461 billion million (exceeding projected revenues by \$214.8 million). This condition prevents the allocation of funding to projects on the Tier 2 project lists.

Tables 9 and 10 reflect the Short-Term Program occurring between (FY 2014/15 and 2020/21) and includes project design, right-of-way acquisition, and construction for major projects. This provides for shelf ready projects should additional federal or state funding opportunities become available in the future. An explanation of revisions to the allocation of funds to both the Urban and Rural Subprograms follows.

- Urban Subprogram (Table 9)

Increased funding allocations were applied to the Urban Subprogram resulting from cost and scheduling adjustments to various projects by the Cities of Fresno and Clovis. This resulted in a savings of \$5.7 million. In addition, the City of Fresno requested a funding allocation for the design of the SR 41 Aux Lanes – Tulare to O Street improvement project and to address the costs of environmental activities for the SR 99 North/Cedar Interchange improvement project in 2014/15. Caltrans requested updated cost estimates for these projects since they had not been reviewed or revised since approval of the Measure “C” Extension Expenditure Plan in 2006. In addition, the SR 41 Auxiliary Lane project cost increased by \$4.4 million and the North/Cedar Interchange project increased by \$28.5 million, however while construction of these projects is not within the current short range planning period, delivery of the current program is not impacted. Construction for the Veterans Boulevard project remains in FY 2019/20.

It is premature to recognize revenue anticipated from the High Speed Rail plan to build the connecting structure to Veterans Boulevard over the railroad. Construction of the SR 41 Aux Lanes project was advanced by two years to FY 2020/21. The deficit at the end of the Short-term Program is reduced to \$7.1 million, indicating the likelihood that funding may not be adequate to build the Herndon Railroad Grade Crossing. This project is however, a potential candidate for unallocated Rail Consolidation funding if the Rail Consolidation Subprogram funding is available by the end of the Measure.

- Rural Subprogram (Table 10)

Revisions to the Rural Subprogram resulted from a Caltrans request to advance construction of the final phase of SR 180 by one year to FY 2015/16 consistent with its intention to approach the California Transportation Commission (CTC) to advance STIP funds for the project. In addition, Right of Way for the SR 269 Bridge is advanced to FY 2014/15 so that construction can proceed in FY 2016/17.

At the completion of the 30% design phase for Golden State Boulevard, \$23.9 million in cost reductions were made to bring project costs closer to the amount initially programmed in the Measure. In coordination with Fowler, Selma, Kingsburg, and the county, an engineering firm has been retained to complete final design of the project. As a result, the total cost to deliver the project will be better known once final design is complete.

✓ **Step 5 – How to Monitor Short-Term Projects and Report Accomplishments**

- **Responsible Agencies**

The Authority is the agency ultimately responsible for implementation of the Regional Transportation Program. The Authority may enter into cooperative project agreements with the responsible agencies identified below to plan for, design, and construct Tier 1 projects, should the Authority be assured that responsible agencies have the staff and support services to deliver the project within the approved budget and delivery schedule. Responsible agencies include the following:

- Caltrans
- City of Clovis
- City of Fresno
- City of Parlier
- County of Fresno

To ensure that projects are implemented in a timely manner and consistent with the Short-Term Program, a Project Development Team (PDT) must be formed (under the control of the responsible agency). The responsible agency delivering a Tier 1 project, will form, notice, conduct and administer the PDT for each Tier 1 project. Every PDT formed by a responsible agency for any project on the Tier 1 list shall include a member from the Authority and Fresno COG. Cooperative project agreements between the Authority and a responsible agency will document the following on a project-by-project basis:

- Scope of Work
- Project Schedule
- Funding Plan
- Reporting requirements

- Acceptance of Authority’s Appropriation Policies
- Inclusion of the Authority in all legal agreements, settlement hearing, or other legal proceedings associated with a project

In addition, the following requirements apply:

- Cooperative project agreements must be executed by resolution of the responsible agency’s governing board/council and by the Authority prior to the first appropriation taking place
- Once a project is programmed in this Implementation Plan, the responsible agency will enter into a cooperative project agreement with the Authority and can then request an appropriation in the fiscal year that programming is in place. The appropriation request will outline what the funding will be used for and how local matching funds will be applied
- The responsible agency will submit invoices to the Authority for reimbursement of eligible costs as frequently as monthly (reference Appendix F. The Authority will review invoices for quality control and provide reimbursement within 60 days
- A cooperative project agreement should be created to formalize these elements for each project. The Authority should take the lead in coordinating the development of such a document when the need arises, but it is incumbent upon the responsible agency to initiate discussions and establish a conceptual project scope and funding plan prior to initiating the cooperative project agreement process
- The cooperative project agreement shall include project costs less than or equal to the inflated project costs referenced in this Plan for each project. In no case shall the total amount in Appendix E of this Plan be exceeded without a written amendment to the cooperative project agreement and to the Plan
- For projects where the responsible agency has committed to provide a 20% local development fee match, the responsible agency has a lead role in securing the matching funds required to fully fund the project. The sources for this additional revenue can include local development fees, other local revenue sources, and State or federal grant programs
- Responsible agencies that leverage funding in excess of the 20% local development fee match may request on a project by project basis, to reduce the 20% match requirement on subsequent projects providing the leveraged funds do not reduce regional formula funds
- Costs incurred on a project prior to collection of Measure “C” Extension proceeds (July 1, 2007), will not be counted toward the local match requirement. However, items such as staff time, right-of-way purchases, environmental documents or design costs as incurred after July 1, 2007 can be considered eligible as local match contributions

✓ **Step 6 – How to Invoice Regional Transportation Program Funds**

All allocations of the Measure “C” Regional Transportation Program funds from the Authority to responsible agencies must be in accordance with an executed cooperative

project agreement between the Authority and a responsible agency, which has agreed to plan for, design, and construct a Tier 1 project. The responsible agency will be required to submit one complete original and one copy of the application and invoice package (reference Appendix F – Project Certification and Invoice Form). All invoices for allocations of Measure “C” Regional Transportation Program funds by a responsible agency will be reviewed for the following:

- Consistency with the Expenditure Plan and Strategic Implementation Plan
- Completeness of the invoice
- All allocations of Measure “C” funds will be governed by a cooperative project agreement between Authority and a responsible agency sponsoring the project. The Authority will approve such allocations. The Authority’s Governing Board will have the authority to execute such agreements. The following provisions detail required provisions and issues related to the cooperative project agreement process:
 - The STIP or other funding amounts identified in the Tier 1 Program of Projects Table (reference Tables 9 and 10) are considered “maximum” contributions available to each project included in the Table, unless excess Measure “C” or other revenues are received or anticipated
 - On a biannual basis, the Regional Transportation Program funding schedule is updated and outlines which projects will move forward during each fiscal year. Once a responsible agency has entered into a contract with the Authority they use the invoice form (reference Appendix F) to seek reimbursement for eligible project costs from the Authority
 - Responsible agencies shall submit invoices to the Authority once an invoice form is approved by a responsible agency
 - The Authority will consider and approve responsible agency invoices as they are received
 - The Annual Reporting Form (Appendix J) will be submitted by responsible agencies to the Authority once expenditures are incurred by the annual deadline or November 15th. Responsible agencies indicate in submitting the invoice form for payment, their intent to complete and return the Annual Reporting Form to the Authority no later than that November 15th deadline of each year. If a responsible agency does not return the Annual Reporting to the Authority by that deadline, the Authority will withhold Measure “C” funds until such time as the form(s) is returned by a responsible agency and reviewed for correctness by the Authority
 - The Authority must identify and account for Measure “C” expenditures and identify how well Measure “C” funds have “leveraged” other funds for Measure-related transportation projects and programs
 - In addition, the responsible agency will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure “C” sales tax revenue under this Category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix G)

- Funds determined by audit not to have been expended as provided for in the responsible agency’s invoice for Measure “C” Short-Term Regional Transportation Program funds shall be repaid in full plus interest that would have been accrued

✓ **Step 7 – The Annual Audit Process**

Funds under this Category are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure “C” Enabling Legislation (reference Appendix H).

Fresno Airports Subprogram

An overview of Fresno Airports Subprogram and the steps necessary to claim funds is provided below. Table 5 also provides a quick overview of the funds expected during the current fiscal year for this subprogram.

■ **Step 1 – Understanding the Funding Subprogram**

The Regional Transportation Program authorizes Measure “C” Extension funding for major new regional projects including airport improvement projects through the Fresno Airports Subprogram. Approximately 1% of Measure “C” Extension funds will be invested in improvements to Fresno Yosemite International (FYI) and Fresno Chandler Downtown Executive (Fresno Chandler) Airports. The proposed list of FYI and Fresno Chandler Airport improvement projects using Measure “C” Extension funding is provided in Appendix E of the Extension Expenditure Plan.

The most significant capacity enhancing projects shown in the list of FYI improvement projects include the following Tier 1 and Tier 2 projects:

■ **Tier 1**

- Rehabilitate Taxiway C and Hold Pad
- Rehabilitate and Extend Runway 11R-29L
- Rehabilitate Taxiway B and Install all SMGCS lighting improvements. This will better address our foggy day departures and prevent many delays
- Rehabilitate Taxiway C10 and Associated Aprons
- Air Cargo Expansion Phase 2
- Extend Runway 11L-29R to 10,000 feet
- Rehabilitate Concourse AC Apron NE Side
- Acquire Land for Approach
- Part 150 Noise Mitigation Program

■ **Tier 2**

- Extend and Rehabilitate Runway 11L-29R to 12,000 feet
- Part 150 Noise Mitigation Program

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

✓ **Step 2 – Available Subprogram Funds**

The estimated Measure “C” Extension funding available to the City of Fresno under this Subprogram during FY 2007/08 is provided in Table 5.

✓ **Step 3 – Identifying Eligible Projects**

Tier 1 and Tier 2 airport improvement projects to be funded using Measure “C” Extension and federal, state, and other funds are provided on the previous page of this Plan. Tier 2 airport projects are considered for funding once Tier 1 projects have been programmed or implemented and if additional funding is still available over the 20-year period.

■ **Step 4 – Other Requirements**

At this time, no other Subprogram requirements or details appear necessary. If reporting and audits appear otherwise, additional requirements or details may be defined by Fresno COG and approved by the Authority in the future.

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply. Appendix D includes the Local Transportation Pass Through Revenues Certification and Claim form.

4. ALTERNATIVE TRANSPORTATION PROGRAM

Table 11 below provides a quick overview of the funds expected during the current fiscal year for this Program and each of the subprograms.

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

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

TABLE 11

MEASURE "C" EXTENSION IMPLEMENTATION PLAN

Alternative Transportation Program

Fiscal Year 2013/14 Estimated Funding Allocation

MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	FY 2013/14 MEASURE "C" FUNDING ESTIMATE	% OF MEASURE "C" FUNDING
	\$62,047,251	100.00%
FUNDING ALLOCATION PROGRAMS		
4. Alternative Transportation Program ^{*2}	\$3,722,835	6.0%
<i>Rail Consolidation</i> (If construction is not imminent in 15 years, money will be used for grade separations instead)	\$3,722,835	6.0%

^{*1} With adoption of the Measure "C" Extension Expenditure Plan - Amendment #1 (October 20, 2010), and confirmation from the California High-Speed Rail Authority that Fresno County has been chosen as the location for their High-Speed Rail Heavy Maintenance Facility, the existing balance of the Measure "C" Alternative Transportation Program would be transferred to the new Measure "C" High-Speed Rail Facilities Program account. All future funds formerly accrued to the Alternative Transportation Program will then be allocated to the High-Speed Rail Facilities Program (up to a maximum of \$25 million), or should bonds be issued (up to \$25 million), until the bonds are paid back.

Referencing Table 11, Note 1, the Measure "C" Extension Expenditure Plan was amended on October 20, 2010 (Amendment #1) and established the new Measure "C" High-Speed Rail Facilities Program. With confirmation from the California High-Speed Rail Authority that Fresno County has been chosen as the location for their High-Speed Rail Heavy Maintenance Facility, the existing balance of the Measure "C" Alternative Transportation Program would be transferred to the new Measure "C" High-Speed Rail Facilities Program account. All future funds formerly accrued to the Alternative Transportation Program will then be allocated to the

High-Speed Rail Facilities Program (up to a maximum of \$25 million), or should bonds be issued (up to \$25 million), until the bonds are paid back.

The funds available from this program will be used to provide capital for a variety of uses associated with development of the High-Speed Rail Heavy Maintenance Facility. Should the CHSRA decide not to locate the Maintenance Facility in Fresno County, Amendment #1 will become null and void.

Rail Consolidation Subprogram

An overview of the Rail Consolidation Subprogram and the steps necessary to claim funds are provided below. Table 11 also provides a quick overview of the funds expected during the current fiscal year for this subprogram.

✓ Step 1 – Understanding the Funding Program

The goal of the Rail Consolidation Subprogram is to provide matching funding to leverage other state, federal or other funding. This funding would be used to consolidate tracks through Fresno, which has been planned since 1918. This level of locally generated funding has never been in place in the past to leverage other funding until the passage of the Measure “C” Extension. Measure “C” now provides the opportunity to begin serious discussions with other funding agencies.

✓ Step 2 – Identifying Available Subprogram Funds

The current estimated Measure “C” Extension funding available under this subprogram is provided in Table 11. An updated table will be provided annually.

✓ Step 3 – Identifying Eligible Projects

The eligible Subprogram projects include:

- Rail Consolidation Study. Before significant funding is allocated to specific projects in this Subprogram during the short-term period (2007 through 2012), Fresno COG shall commission a Rail Consolidation Study to include the following elements:
 - Phase 1
 - General Right-of-Way (ROW) assessment considering ROW needs for Rail Consolidation and High Speed Rail implementation.
 - Consideration of Rail Consolidation alignment location including coordination with Madera County

➤ Phase 2

- Corridor design considering current and future land availability/entitlements and consolidated rail operation requirements
 - Construction costs including right-of-way requirements and costs
 - Right-of-way requirements and additional costs considering high speed rail improvements within the UP corridor
 - Cost and other benefits to the general public (vehicle delay and energy savings, reduced air emissions, etc.)
 - Cost and other benefits to the railroads
 - Environmental base line assessment and associated mitigation costs
 - The potential for and extent of public/private partnership
 - Financing mechanisms
 - Coordination with affected agencies including the Madera County Transportation Commission (MCTC) and the California High Speed Rail Authority (CHSRA)
 - Identification of the implementing or other eligible agencies to receive Measure “C” Extension funding
 - Chronology of steps necessary to implement Study findings
-
- A portion of the funds should be allocated (allowed) to fund the effort of securing additional funding from State, federal, or other agencies to fully fund rail consolidation. This would include financing a position to seek the additional funding, securing the services of a lobbyist for the project, and working on operations issues along the corridors. The Fresno Area Residents for Rail Consolidation (FARRC) and the City of Fresno would work with the Fresno County Transportation Authority (Authority) to pursue the additional funding
 - Environmental Review Document (EIR/EIS)
 - Project design/engineering
 - Right-of-way acquisition
 - Construction of rail and ancillary improvements
 - Costs to secure agreements for consolidation from BNSF and UP Railroads
 - Administrative, planning and implementation services associated with this Subprogram

Eligible entities include Fresno COG, Fresno County, and the City of Fresno. Should rail consolidation occur, the land along the BNSF tracks will revert to the City and County of Fresno for trails, bikeways, and pedestrian facilities.

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

✓ **Step 4 - Performance Criteria**

To ensure that Measure “C” funds are allocated appropriately and provide “measurable” outcomes identified previously, the issue of rail consolidation and an evaluation of its feasibility and likelihood of securing the additional funding are to be included in the biennial update of the Expenditure Plan. A more thorough review should take place at ten (10) years.

✓ **Step 5 – Distributing Funds**

Funds will be distributed based upon a call for projects and resulting contract. Specifics regarding the call for projects will be developed at a later date.

✓ **Step 6 – How to Monitor the Subprogram and Report Contract Success**

Reporting will be determined on a “case by case” basis and considering provisions of the contract.

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply.

✓ **Step 7 - Other Provisions**

Given the likelihood that a majority of Rail Consolidation Subprogram funds will be available on an annual basis during the short-term period (next 5-years), the Authority reserves the right to allocate specified amounts of Subprogram funds to other Measure “C” Extension Programs. Such funds shall be repaid to the Rail Consolidation Subprogram consistent with Authority policy.

5. ENVIRONMENTAL ENHANCEMENT PROGRAM

Table 12 below provides a quick overview of the funds expected during the current fiscal year for this Program and each of the subprograms.

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

- ✓ School Bus Replacement Program will replace the oldest school buses in the fleet that emit toxic fumes and emissions. Approximately 900 buses need to be replaced. All replaced buses will also be equipped with seat belts. Other funds in addition to Measure "C" funds will be leveraged to address the need. The result will be cleaner fueled and safer buses for our school age children and, as all school buses will be new, there will be seat belts for children providing added safety benefits
- ✓ Transit Oriented Infrastructure for In-Fill Development (TOD)

TABLE 12

MEASURE "C" EXTENSION IMPLEMENTATION PLAN

Environmental Enhancement Program

Fiscal Year 2013/2014 Estimated Funding Allocation

MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	FY 2013/2014 MEASURE "C" FUNDING ESTIMATE	% OF MEASURE "C" FUNDING
	\$62,047,251	100.00%
5. Environmental Enhancement Program	\$2,171,654	3.5%
<i>School Bus Replacement</i>	<i>\$1,427,087</i>	<i>2.3%</i>
<i>Transit Oriented Infrastructure for In-Fill</i> ^{*3}	<i>\$744,567</i>	<i>1.2%</i>

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

School Bus Replacement Subprogram

An overview of School Bus Replacement Subprogram and the steps necessary to claim funds are provided below. Table 12 also provides a quick overview of the funds expected during the current fiscal year for this subprogram.

✓ **Step 1 – Understanding the Subprogram**

The specific percentage of annual revenue identified by the Measure for the School Bus Replacement Subprogram is 2.3%. The School Bus Replacement Subprogram will replace the oldest school buses in Fresno County that emit toxic fumes and emissions. Approximately 650 buses need to be replaced. All replaced buses will also be equipped with seat belts and air conditioning. Other funds in addition to Measure “C” funds will be leveraged to address the buses that need to be replaced. The result will be cleaner fueled and safer buses for our school age children and, as all school buses will be new, there will be seat belts for children providing added safety benefits. The Department of Motor Vehicles (DMV) list of registered school buses in the County provided by the California Highway Patrol (CHP) will be used to establish the priority for funding based on the oldest fleet vehicles being replaced until the remaining buses meet current air quality standards.

If and when all the buses meet the standards, then funds would revert to implementing clean fuel infrastructure. In addition to cleaner fueled buses, all replaced buses will be equipped with seat belts.

✓ **Step 2 – Identifying Available Subprogram Funds**

The current estimated Measure “C” Extension funding available to the Authority to implement the Subprogram is provided in Table 12. An updated table will be provided annually.

✓ **Step 3 – Identifying Eligible Projects**

Eligible subprogram projects include:

- The oldest fleet vehicles would be replaced with new school buses equipped with seat belts
- Administrative, planning and implementation services associated with this subprogram

Eligible entities under this Subprogram include school districts and school bus service providers in Fresno County.

✓ **Step 4 - Performance Criteria**

To ensure that Measure “C” funds are utilized appropriately and result in an effective School Bus Replacement Subprogram, planning and implementation efforts will be evaluated in accordance with the following:

- The Authority was provided a master list of registered school buses in Fresno County provided by the CHP Motor Division Unit. Every year to two years, or as enough funds accumulate in this account, the Authority will create a priority list of buses in chronological order and verify eligibility by receiving a current CHP 292a form from the eligible school district showing a bus is still in service
- The goal of the Authority is to leverage wherever possible other state, federal or grant funding. With that goal in mind, once a priority list has been determined the Authority will verify with each school district whether they are eligible for other grant funding (such as Small Schools Grant Funding, Safe Routes to School, or funding through the San Joaquin Valley Air Pollution Control District)
- The Authority will verify that each agency has gone through a competitive bidding process to receive the best price for their bus(es)
- The Authority will verify that the bus is furnished with seat belts and air conditioning. (While air conditioning isn’t mandatory it is encouraged and will be funded by the Authority on condition it is part of the purchase price and not an aftermarket installation)
- Once a priority list has been established that “round” will go before the Authority Board for approval listing the cost of the replacement bus, the type of fuel and whether air conditioning has been included
- The Authority and the school district will enter into a contract outlining the specific buses by bus number and VIN number to be replaced and the maximum funding amount the district is eligible to claim
- Payment can be issued to either the school district or the bus vendor as requested by the school
- Payment will not be issued until all of the following information and materials have been provided by the school district:
 - Letter from school district requesting payment identifying the old buses by number and VIN and providing the new bus and VIN number of the replacement bus(es)
 - Documentation that a replacement bus has been purchased and is ready for service by providing a current CHP 292a form
 - Documentation that the old bus has been destroyed such as the salvage certificate or letter from salvage yard
 - Proof of insurance for each bus
 - Proof of other grant funding if applicable
 - Invoice from bus vendor
 - Proof of payment to vendor if the Authority is reimbursing the school or requested amount to be paid directly to the vendor. The amount cannot exceed the contracted amount

✓ **Step 5 – Distributing Funds**

Funds will be distributed based upon a call for projects and resulting contract.

✓ **Step 6 – How to Monitor the Subprogram and Report Contract Success**

Reporting will be determined on a “case by case” basis and considering provisions of the contract.

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply.

Transit Oriented Infrastructure for In-Fill (TOD) Subprogram

An overview of Transit Oriented Infrastructure for In-Fill (TOD) Subprogram and the steps necessary to claim funds are provided below. Table 12 also provides a quick overview of the funds expected during the current fiscal year for this subprogram.

✓ Step 1 – Understanding the Subprogram

This subprogram was created as part of the 2006 Measure “C” Extension Plan. The goals of the Measure “C” Transit Oriented Infrastructure for In-Fill (TOD) funding allocation subprogram are to support community-based transit projects that:

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

In addition to encouraging transit supportive land use surrounding the high-capacity transit corridors to boost transit ridership in the Fresno County region, the TOD program also strives to support livable, viable and sustainable transit oriented healthy communities that promote walking, biking, and the use of public transit and reduce private vehicle dependence. Such TOD communities promote health and well-being and reduce risks for chronic diseases such as obesity, diabetes, and heart disease. The projects funded by the TOD program serve as models that reduce vehicle trips, improve air quality and provide access to physical activity opportunities through integrated land use and transportation planning.

The TOD program provides funding to three types of projects/programs that are competitive-based:

- Transportation infrastructure improvements to transit facilities to encourage safety and access to transit facilities, support in-fill development or revitalization, reduce traffic congestion at transit stations, and provide for a wider range of transportation choices and improved internal mobility. Funds could be used for preliminary design and environmental studies, engineering, land acquisition, and construction
- Planning Program or matching money to identify nodal transit sites on transit corridors for transit oriented development, planning retrofit for existing neighborhoods, downtowns, commercial cores, and transit station areas and stops in order to create

access to transit and mixed use development in transit friendly environments. The community planning process would result in transportation / land-use concept plans; streetscape design concept plans, environmental studies, detailed drawings, construction cost estimates, and implementation plans for specific capital projects

- Housing in-fill incentive program would reward local governments for encouraging developers to build compact designs with higher housing densities, affordable, accessible housing, and mixed uses that are characteristic of well-implemented Transit Oriented Design in other cities developments at transit stops. Local government agencies could spend funds to supplement development fees or on a capital project that supports new housing development connections to transit.

City and County governments in Fresno County are eligible for the TOD funding. Private sector or non-profit organizations can apply for the TOD funding through the representation of the local government where the project is located.

✓ **Step 2 – Identifying Available Subprogram Funds**

The current estimated Measure “C” Extension funding available to Fresno COG to plan and implement this Subprogram is provided in Table 12. An updated table will be provided annually.

✓ **Step 3 – Identifying Eligible Projects**

Consistent with the recommendation of the Fresno County Public Transportation Infrastructure Study (PTIS), which was accepted by the Fresno COG Policy Board in May 2011, priority will be given to proposed projects located in the priority transit oriented development areas as identified by the PTIS— downtown Fresno (Exhibit A in the Phase 2 PTIS Report), the Blackstone and Ventura-Kings Canyon corridor (Exhibit B in the Phase 2 PTIS Report), and Shaw Avenue from SR 99 to SR 168, in descending order of preference. To receive funding from this program, projects must be in the specified downtown Fresno area, or within ½ mile of a proposed or adopted Bus Rapid Transit station.

After the first five consecutive years/funding cycles, projects outside of the program application areas that meet the other criteria may apply.

Eligible Subprogram projects include those listed in the Capital Improvement Program, the Planning Program, and the Housing In-Fill Incentive Program as described below.

- **Capital Improvement Program - Eligible Activities**

Eligible capital improvement projects include pedestrian, bicycle, transit facilities and other infrastructure improvement that will support and enhance transit oriented development. Applicants should document how the proposed projects will increase “location efficiency” so people can walk, bike and take transit; boost ridership and

minimize traffic; provide a rich mix of housing, shopping and transportation choices; generate revenue for the public and private sectors and provide value for both new and existing residents and create a sense of place.

Capital Improvement Projects include but not limited to:

- Improvements to transit facilities
- Improvements to bike and pedestrian facilities
- Public plazas
- Streetscape enhancement
- Parking structure
- Other infrastructure upgrade to support transit oriented development (e.g. water & sewers)

Funds can be used for preliminary design, environmental studies, engineering, land acquisition and construction.

■ **Planning Program - Eligible Activities**

Planning grants award funding to planning activities that will develop station area plans, transit corridor specific plans or any other specific plans that focus on creating vibrant and livable communities through investment on transit oriented development. Applicants should document how the proposed projects will increase “location efficiency” so people can walk, bike and take transit; boost ridership and minimize traffic; provide a rich mix of housing, shopping and transportation choices; generate revenue for the public and private sectors and provide value for both new and existing residents and create a sense of place.

Planning projects include but not limited to:

- Station area plans
- Transit corridor specific plans
- Specific plans that address parking requirement/district, or urban design guidelines in the designated TOD areas

Awards can be used to pay for professional services and project management as required by the planning efforts.

■ **Housing In-fill Incentive Program - Eligible Activities**

The Housing In-fill Program was designed to reward local governments for encouraging developers to build higher density housing with TOD characteristics. Local government could spend funds to supplement development fees or on a capital project that would support transit oriented development. The Housing In-fill Incentive funds could be expended on two types of programs/projects:

- Capital improvement projects as defined under the Capital Improvement Projects Program that would support transit oriented development
- Forgiveness of impact fees or other cost for residential development within a specified area described in the Program Application Areas section above
- Table 12 provides the estimate of funding available for the current fiscal year. The funding level for subsequent cycles will differ year from year depending upon revenue accrued and a local match is not required.

✓ **Step 4 - Performance Criteria**

TOD Project Evaluation Information and Scoring Criteria used to evaluate subprogram projects are provided in Appendix I and J of this Plan.

✓ **Step 5 – Distributing Funds**

A “call for projects” will be issued annually. Eligible projects could apply up to the maximum amount available for the funding cycle for the entire TOD program. Funding will be awarded to the best-qualified project(s) based on the amount available. If there is no qualified project submitted in a given funding cycle, the amount will be rolled into the subsequent year’s funding pool. The Fresno COG Policy Board and the FCTA Board reserves the right not to fund any projects or to fund less than the amount available for a given funding cycle. Specifics regarding the call for projects will be developed at a later date.

■ **Project Selection Process**

A panel that includes Fresno COG staff, representatives from the TOD Technical Advisory Committee and COG member agencies will evaluate, score and rank the proposed projects. The selected project(s) will go through Fresno COG Transportation Technical Committee, Policy Advisory Committee, and Policy Board for endorsement, and will be presented to Fresno County Transportation Authority for final approval.

The scoring committee consists of one representative from the each of the following entities:

1. Fresno Council of Governments
2. Fresno County Transportation Authority
3. Fresno Area Express
4. City of Fresno
5. City of Clovis
6. Eastside Cities
7. Westside Cities
8. County of Fresno
9. The public – development community

- 10. The public – environment/health
- 11. The public – other sectors

Scoring criteria is provided in Appendix I of this Plan.

✓ **Step 6 – How to Monitor the Subprogram and Report Success**

The Authority will monitor through the annual audit process.

✓ **Step 7 - Other Provisions**

Given the likelihood that Transit Oriented Infrastructure for In-Fill Subprogram funds will be available on an annual basis during the short-term period (next 2 to 3 years), the Authority reserves the right to allocate specified amounts of Subprogram funds to other Measure “C” Extension Programs. Such funds shall be repaid to the Transit Oriented Infrastructure for In-Fill Subprogram consistent with Authority policy.

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply.

6. ADMINISTRATIVE/PLANNING PROGRAM

Table 13 below provides a quick overview of the funds expected for during the current fiscal year for this Program and each of the subprograms.

The Administration / Planning Program authorizes Measure "C" Extension funding for the Authority and Fresno COG to:

- ✓ Prepare Implementation Plan updates
- ✓ Develop allocation program requirements
- ✓ Administer and conduct specified activities identified in the other programs, subprograms, and categories contained in the Expenditure and Implementation Plans

TABLE 13

MEASURE "C" EXTENSION IMPLEMENTATION PLAN

Administration/Planning Program

Fiscal Year 2013/2014 Estimated Funding Allocation

MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	FY 2013/2014 MEASURE "C" FUNDING ESTIMATE	% OF MEASURE "C" FUNDING
	\$62,047,251	100.00%
FUNDING ALLOCATION PROGRAMS		
6. Administration/Planning Program	\$930,709	1.5%
<i>Fresno County Transportation Authority (FCTA)</i>	<i>\$620,473</i>	<i>1.0%</i>
<i>Council of Fresno County Governments (Fresno COG)</i>	<i>\$310,236</i>	<i>0.5%</i>

FCTA Subprogram

An overview of FCTA Subprogram and the steps necessary to claim funds are provided below. Table 13 also provides a quick overview of the funds expected for the current fiscal year for this subprogram.

✓ Step 1 – Understanding the Funding Subprogram

Approximately 1.0% of Measure "C" is provided to Authority to address the specific steps referenced in Step 3 below.

✓ **Step 2 – Available Subprogram Funds**

The estimated Measure “C” Extension funding available to the Authority under this Subprogram is provided in Table 13.

✓ **Step 3 – Identifying Eligible Projects**

- Prepare and adopt all current and future updates of the Measure “C” Extension Implementation Plan
 - Authority staff will work with Fresno COG, member agencies and affected stakeholders to update or amend the Implementation Plan as necessary
 - The Authority receives updates or amendments to the Implementation Plan and schedules public hearings to review the Plan
 - The Authority adopts the Implementation Plan
- Adopt future updates of the Regional Transportation Mitigation Fee (RTMF) Program
- Provide preliminary planning and general transportation planning activities related to all projects and programs
- Provide coordination efforts, and expense direct and indirect costs associated with each of the projects listed above
- Invoice administrative costs to administer the Measure “C” Program

✓ **Step 4 – Other Requirements**

At this time, no other Subprogram requirements or details appear necessary. If reporting and audits appear otherwise, additional requirements or details may be defined by the Authority in the future.

✓ **Step 5 – How to Monitor the Subprogram and Report Contract Success**

The Authority will complete an audit on an annual basis.

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply.

Fresno COG Subprogram

An overview of Fresno COG Subprogram and the steps necessary to claim funds are provided below. Table 13 also provides a quick overview of the funds expected for the current fiscal year for this subprogram.

✓ Step 1 – Understanding the Funding Subprogram

Approximately .5% of Measure “C” is provided to Fresno COG to address the specific steps referenced in Step 3 below.

✓ Step 2 – Available Subprogram Funds

The estimated Measure “C” Extension funding available to Fresno COG under this Subprogram is provided in Table 13.

✓ Step 3 – Identifying Eligible Projects

- Prepare and adopt all current and future updates or amendments of the Measure “C” Implementation Plan
 - Fresno COG staff will work with member agencies and affected stakeholders to update the Implementation Plan as necessary
 - The Fresno COG Policy Board receives updates to the Implementation Plan and schedules public hearings to review the Plan
 - The Fresno COG Policy Board adopts the Implementation Plan
 - The Implementation Plan is transmitted to the Authority
- Develop and adopt future updates of the Regional Transportation Mitigation Fee (RTMF) Program
- Provide preliminary planning and general transportation planning activities related to all projects and programs
- Provide coordination efforts, and expense direct and indirect costs associated with each of the projects listed above

✓ Step 4 – Other Requirements

At this time, no other Subprogram requirements or details appear necessary. If reporting and audits appear otherwise, additional requirements or details may be defined by the Authority in the future.

✓ **Step 5 – Distributing Funds**

Funds will be distributed based upon an executed contract between the Authority and Fresno COG.

✓ **Step 6 – How to Monitor the Subprogram and Report Contract Success**

Fresno COG will provide a report on an annual basis.

Other provisions referenced in the last section of this Plan titled “Other Transportation Plan Provisions” also apply.

OTHER IMPLEMENTATION PLAN PROVISIONS

The following implementation steps (Steps A through C) are applicable to most of the programs, subprograms, and categories included in this Implementation Plan, unless such steps have been included in the programs, subprograms, or categories that differ from those listed below.

✓ **Step A – How a Local Agency Can Claim Category Funds**

- Upon request by an eligible agency to the Authority in May of each year, an estimate of Category funds can be made available for the next Fiscal Year (reference Table 2). The claim form (reference Appendix D) along with the final fund estimate will be forwarded to the agency following the Authority Board meeting prior to the new fiscal year
- Funding allocations will be made by the Authority on a monthly basis, in accordance with annual estimates provided in Table 2
- Eligible agencies shall submit claims to the Authority once the claim form is approved by their Council or governing board, along with a statement of no substitution of property tax and their intent to fulfill the Reporting Requirements deadline of November 15
- The Authority will consider and approve claims as they are received
- Prior fiscal year annual reporting is required by November 15. A resolution stating an agency’s intent to meet this requirement at the time of the claim must be included in the claims package when it is submitted to the Authority before the claim is processed by the Authority
- Each agency must have an annual audit completed in accordance with Public Utilities Commission (PUC) regulations prior to the Authority conducting its annual audit program

✓ **Step B – How to Monitor Local Agency Category Projects and Report Accomplishments**

- Participating or eligible agencies will complete an annual report form by November 15 for the prior Fiscal Year (reference Appendix J), which will consist of the following items:
 - Expenditure of funds for each project
 - Other funding sources applied to fully fund a project
 - Compliance of each project with applicable plans and programs
 - Compliance with the required performance criteria (reference Step 4)

The completed annual report form will be transmitted to the Authority and shared with Fresno COG. Fresno COG will evaluate the information and report to the Authority regarding compliance.

- The Authority must identify and account for Measure “C” expenditures and identify how well Measure “C” funds have “leveraged” other funds for Measure-related transportation projects and programs

- In addition, the participating agencies will provide signage at construction sites or on equipment, as appropriate, for projects funded partially or wholly by Measure “C” sales tax revenue under any category so that Fresno County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix G)
- Funds determined by audit not to have been expended as provided for in an eligible agency’s claim for Measure “C” funding shall be repaid in full plus interest that would have been accrued

✓ **Step C – The Annual Audit Process**

Funds allocated under this Plan are audited. The audit will be performed by the Authority in accordance with requirements set forth in Measure “C” legislation (reference Appendix H of this Plan). Participating agencies will provide the Authority’s auditor with agency audits or financial reports.

APPENDICES

APPENDIX A



FINAL

6/22/06

2006 Measure "C" Extension Expenditure Plan

Prepared by:
Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Approved by:

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

Adopted By:

Fresno County Transportation Authority	July 19, 2006
--	---------------

Table of Contents

Introduction	1
Overview – The Measure “C” Extension Process	1
Responding to Core Values	2
Success of the Current Measure “C” Program	2
How the Plan was Developed	3
Expected Measure “C” Proceeds	3
Regional Priorities of the New Plan	4
Measure “C” Extension Plan Projects	8
For Further Information	13

Appendices

Appendix A – Plan Administration	A-1
Appendix B – Implementing Guidelines: Regional Public Transit Program	A-2
Appendix C – Implementing Guidelines: Local Transportation Program	A-4
Appendix D – Implementing Guidelines: Regional Transportation Program	A-7
Appendix E – Implementing Guidelines: Alternative Transportation Program	A-8
Appendix F – Implementing Guidelines: Environmental Enhancement	A-9
Appendix G – Implementing Guidelines: Citizen Oversight Committee	A-10

List of Tables

Table 1 Multi-Modal Funding Allocation Program	7
Table 2 Urban Tier 1 Projects	9
Table 3 Rural Tier 1 Projects	9
Table 4 Urban Tier 2 Projects	10
Table 5 Rural Tier 2 Projects	10
Table E-1 Fresno Airports 18-Year Capital Improvement Program Projects	A-8

List of Figures

Figure 1 Expenditures to Transportation Programs	1
Figure 2 Urban Area Tier 1 and 2 Street and Highway Projects	11
Figure 3 Rural Area Tier 1 and 2 Street and Highway Projects	12

Introduction

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

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

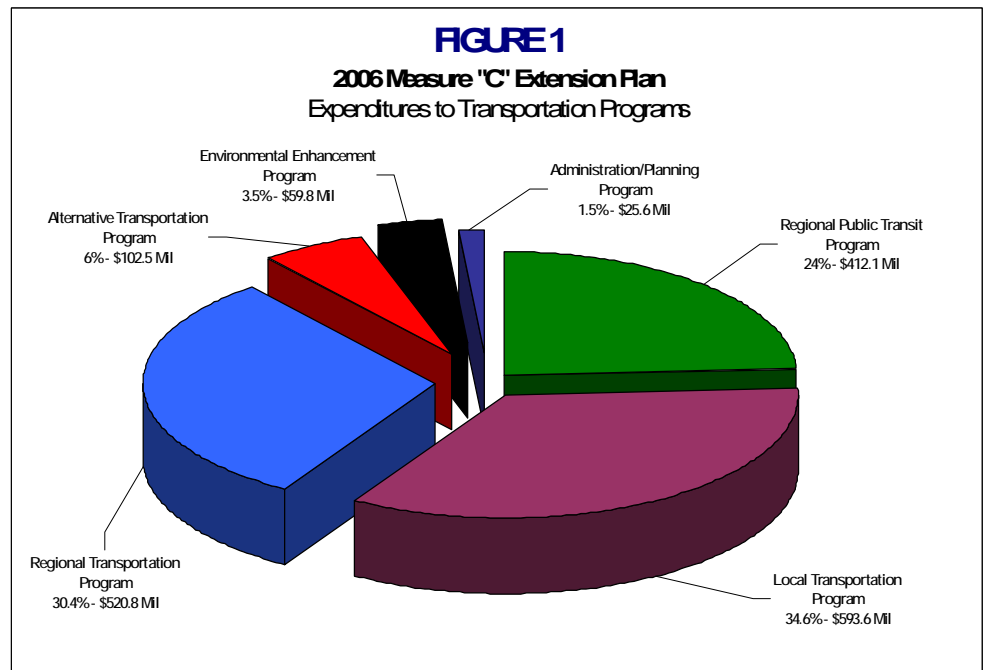
Fresno County's current Measure "C" Program, voter approved in 1986, expires in June 2007. This new Expenditure Plan, developed by a Steering Committee representing diverse community interests, will address major regional transportation needs in Fresno County through the Year 2027. The Steering Committee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

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

Overview-The Measure "C" Extension Program

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

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



Responding to Core Values

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

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

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

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

Success of the Current Measure "C" Program

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

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

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

Annual Audit of Measure Programs

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

How the Plan was Developed

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

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

Members of the Steering Committee represented the interests of:

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

Expected Measure “C” Proceeds

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

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

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

Regional Priorities of the New Plan

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Plan authorizes major new projects to:

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

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

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

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

ALTERNATIVE TRANSPORTATION - \$102.5 million or 6%.

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

4

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

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

ENVIRONMENTAL ENHANCEMENT - \$59.8 million or 3.5%.

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

5

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

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

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

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

6

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

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

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

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

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

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

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

² Name of Funding Program to be determined.

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

Measure “C” Extension Plan Projects

Project Commitments – Regional Transportation Program

Urban and Rural Programs

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

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

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

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

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

Fresno Airports Program

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

- Tier 1
 - ❑ Rehabilitate Taxiway C and Hold Pad - \$27.1 million (\$1.4 million Measure “C”)
 - ❑ Rehabilitate and Extend Runway 11R-29L - \$45.0 million (\$2.3 million Measure “C”)
 - ❑ Rehabilitate Taxiway B and Install all SMGCS lighting improvements. This will better address our foggy day departures and prevent many delays - \$5.3 million (\$1.4 million Measure “C”)
 - ❑ Rehabilitate Taxiway C10 and Associated Aprons - \$4.4 million (\$1.4 million Measure “C”)
 - ❑ Air Cargo Expansion Phase 2 - \$25.1 million (\$2.5 million Measure “C”)
 - ❑ Extend Runway 11L-29R to 10,000 feet - \$20.1 million (2.0 million Measure “C”)
 - ❑ Rehabilitate Concourse AC Apron NE Side - \$1.2 million (\$1.1 million Measure “C”)
 - ❑ Acquire Land for Approach - \$11.1 million (\$1.1 million Measure “C”)
 - ❑ Part 150 Noise Mitigation Program - \$26.4 million (\$2.2 million Measure “C”)
- Tier 2
 - ❑ Extend and Rehabilitate Runway 11L-29R to 12,000 feet - \$74.8 million (\$29.7 million Measure “C”)
 - ❑ Part 150 Noise Mitigation Program - \$8.0 million (\$1.8 million Measure “C”)

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

TABLE 2 -- TIER 1 PROJECTS

MEASURE "C" EXTENSION EXPENDITURE PLAN

REGIONAL TRANSPORTATION FUNDING PROGRAM - URBAN TIER 1

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

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

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

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

TABLE 3 -- TIER 1 PROJECTS

MEASURE "C" EXTENSION EXPENDITURE PLAN

REGIONAL TRANSPORTATION FUNDING PROGRAM - RURAL TIER 1

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

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

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

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

TABLE 4 – TIER 2 PROJECTS

MEASURE "C" EXTENSION EXPENDITURE PLAN

REGIONAL TRANSPORTATION FUNDING PROGRAM - URBAN TIER 2

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

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

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

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

TABLE 5 -- TIER 2 PROJECTS

MEASURE "C" EXTENSION EXPENDITURE PLAN

REGIONAL TRANSPORTATION FUNDING PROGRAM - RURAL TIER 2

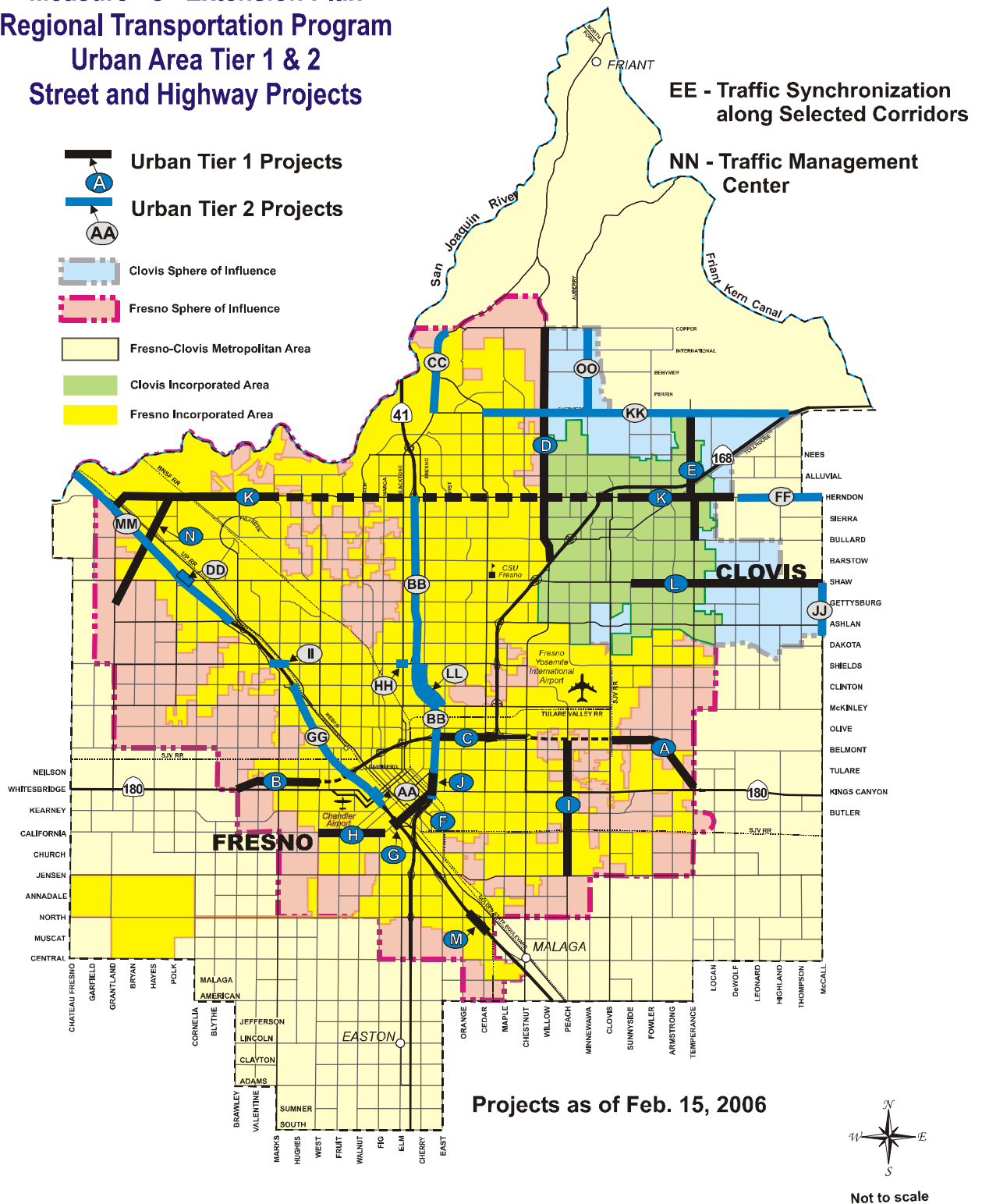
RURAL AREA PROJECTS ASSUMING ALLOCATION OF 50% OF REGIONAL TRANSPORTATION FUNDING PROGRAM FUNDS

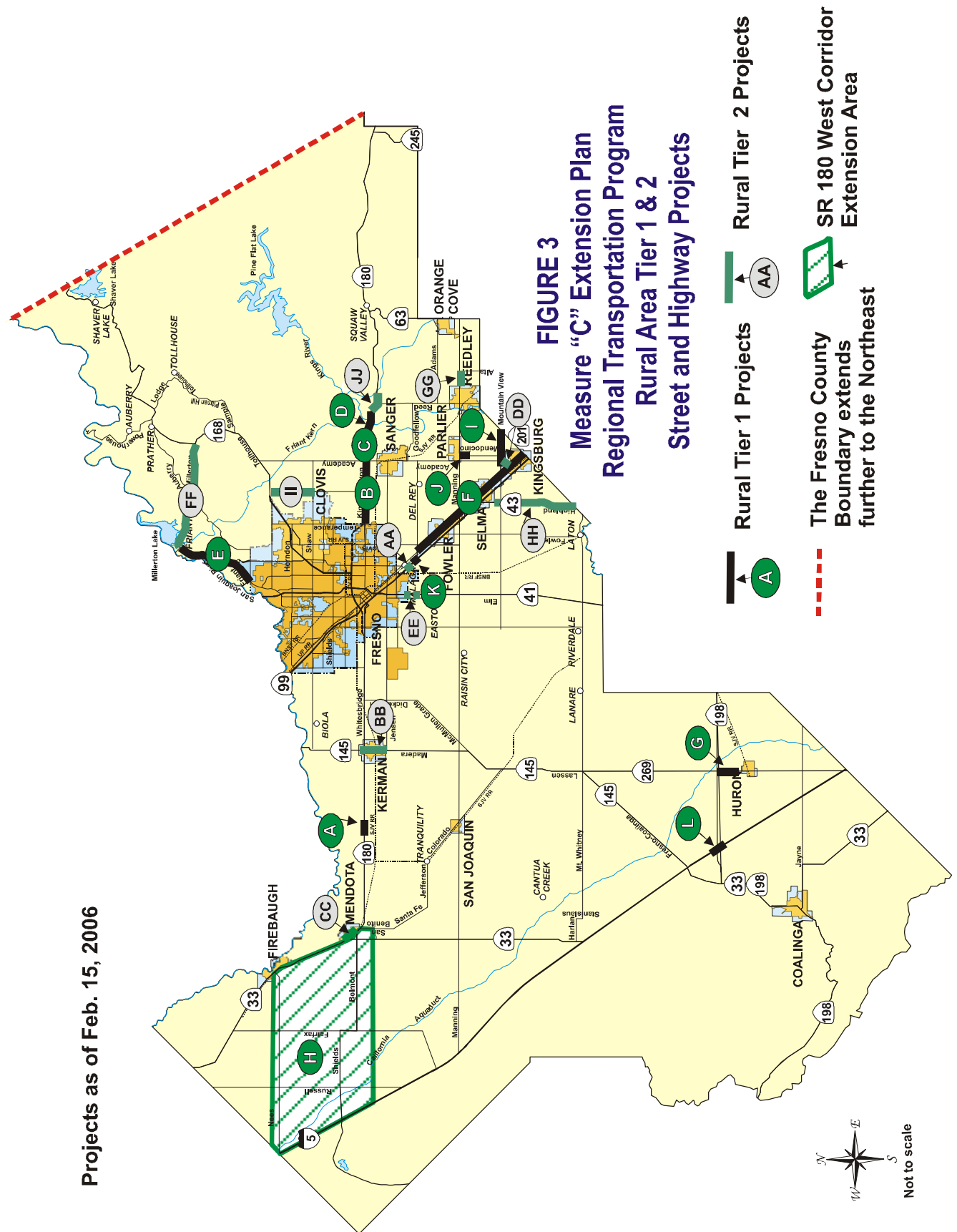
(In the event all of the Tier 1 projects are fully funded and there are remaining Measure "C" funds, those remaining funds would be used for Tier 2 projects. The Tier 2 projects are not listed in any priority order and the funding order would be at the discretion of Fresno COG and the Fresno County Transportation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

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

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

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



Projects as of Feb. 15, 2006

Project Commitments – Other Programs

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

For Further Information:

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



Council of Fresno County Governments (Fresno COG)

2035 Tulare Street, Suite 201

Fresno, CA 93721

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

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

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



Fresno County Transportation Authority

2220 Tulare Street, Suite 411

Fresno, CA 93721

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

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

Appendix A - Plan Administration

Governing Board and Organizational Structure

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

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

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

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

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

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

Plan Update and Approval Process

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

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

Council of Fresno County Governments (Fresno COG)

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

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

Fresno County Transportation Authority (Authority)

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

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

Council of Fresno County Governments

Independent Financial Audits

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

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

Appendix B – Implementing Guidelines Regional Public Transit Program

Public Transit Agencies

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

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

City of Fresno

- **Primary Program**
 - Ø Improve frequencies to every 15 minutes on the busiest routes on the public transportation system in Fresno
 - Ø Enhance the delivery of paratransit to the disabled community consistent with federal and state law
 - Ø Install and integrate a regional automated farebox system to enhance transit coordination and seamless passenger travel between transit systems
 - Ø Complete fleet conversion to low emission buses
 - Ø Expansion of service areas to all riders, as Fresno's Sphere of Influence changes
- **Secondary Program**
 - Ø Extend weekend service hours
 - Ø Enhance the delivery of paratransit services to the senior community
 - Ø Pursue other alternative mass public transportation options such as bus rapid transit, automated people movers, light rail, etc.
 - Ø Deploy other operational and infrastructure improvements such as "real time" bus arrival and departure information displays to provide better services to transit users

City of Clovis

- **Primary Program**
 - Ø Improve frequencies to every 15 minutes on the busiest routes on the public transportation system in Clovis
 - Ø Enhance the delivery of paratransit to the disabled community consistent with federal and state law
 - Ø Install and integrate a regional automated farebox system to enhance transit coordination and seamless passenger travel between transit systems
 - Ø Complete fleet conversion to low emission buses
 - Ø Expand service areas to all riders, as Clovis's Sphere of Influence changes
- **Secondary Program**
 - Ø Extend weekend service hours
 - Ø Enhance the delivery of paratransit services to the senior community
 - Ø Pursue other alternative mass public transportation options such as bus rapid transit, automated people movers, light rail, etc.
 - Ø Deploy other operational and infrastructure improvements such as "real time" bus arrival and departure information displays to provide better services to transit users

Fresno County Rural Transit Agency

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

- Ø Implement sub-regional Eastside and Westside transit terminal facilities with compressed natural gas and hydrogen refueling stations
- **Secondary Program**
 - Ø FCRTA's phased implementation will accomplish all the Primary Programs within the twenty year time frame of available funding resources

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

Seniors Fare Subsidy Earmark Programs

- **Primary Program**
 - Ø **Free General Public Transit Fare Program for Seniors 65 years of age and Older**
 - ◆ Each transit agency will commit to implement a Measure "C" reimbursement program from earmarked funds, to implement free fares for general transit ridership, for seniors 65 years of age and older
 - ◆ At 5-year intervals, each transit agency will conduct a performance evaluation to determine if the free senior fare reimbursement program is meeting its intended goals of increasing senior ridership on general public transit services. The evaluation will measure actual senior usage and fare reimbursement versus available program funding to ensure continued viability
 - ◆ If ridership increases beyond the earmark of available Measure "C" funding other funding sources may be utilized to continue the free senior fare program, otherwise the transit agencies may charge a reduced fare to augment and continue this Measure "C" fare subsidy program
- **Secondary Program**
 - Ø **Taxi Script Program for Seniors 70 years of age and Older**
 - ◆ Each of the three (3) transit agencies will commit to develop a *Taxi Script Program* for persons 70 years of age and older, who do not meet ADA eligibility requirements for access to paratransit services
 - ◆ The program will be uniform between the three agencies and will provide for the purchase of a predetermined amount of script to be used for taxi service by those who are qualified to use the program
 - ◆ The details of the "script ratio" will be determined by the transit agencies at the time the program is implemented
 - ◆ At 5 year intervals each transit agency will conduct a performance evaluation to determine if the program is meeting its intended goals of increasing ridership amongst eligible seniors of the *Taxi Script Program* and assess whether or not to continue, or redirect the funding to a more effective alternative

Public Transit Agency Performance Criteria

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

PTIS / Transit Consolidation

Phase 2 – Public Transportation Infrastructure Study (PTIS)

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

Transit Consolidation

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

ADA / Seniors / Paratransit

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

Van Pool Programs

Public / Private Competition

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

Council of Fresno County Governments

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

Commuter Van Pool Performance Criteria

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

Farmworker Van Pools

Dedicated Revenue Stream for Farmworker Vanpools

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

Farmworker Van Pool Performance Criteria

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

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

Advanced Transportation Technologies

Eligible Projects & Urban / Rural Allocation

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

Appendix C – Implementing Guidelines: Local Transportation Program

Local Allocation Program

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

- Street Maintenance / Rehabilitation
- ADA Compliance
- Flexible Funding

Overarching Implementation Guidelines affecting the Local Allocation Program include:

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

Street Maintenance / Rehabilitation

The following Implementing Guidelines apply to the Street Maintenance Program:

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

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

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

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

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

ADA Compliance

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

Flexible Program

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

Pedestrian / Trails / Bicycle Facilities Program

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

Master Plan for Trail, Bicycle and Pedestrian Facilities

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

Pedestrian / Bicycle Trails and Bike Lane Earmark Thresholds

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

Allowed Accumulation of Earmark Funds Over Five (5) Years

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

Earmarks for Pedestrian / Bicycle Trails

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

Council of Fresno County Governments

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

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

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

Earmarks for Bicycle Facilities

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

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

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

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

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

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

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

If the Authority determines at a public hearing that a jurisdiction's Master Plan for Trail, Bicycle and Pedestrian

Council of Fresno County Governments

Facilities is less than five years old when last adopted, and the Master Plan has been completed at each of these five year marks, the earmark requirements are suspended until the next

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

Appendix D – Implementing Guidelines: Regional Transportation Program

Urban and Rural Allocation Programs

Funding Parameters

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

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

Regional Transportation Mitigation Fee

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

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

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

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

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

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

Council of Fresno County Governments

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

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

Fresno Airports Program

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

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

TABLE E-1
REGIONAL TRANSPORTATION FUNDING PROGRAM
FRESNO AIRPORTS

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

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

FC - Fresno-Chandler Airport

considered for approval by the Authority.

Appendix E – Implementing Guidelines: Alternative Transportation Program

Rail Consolidation

The following implementing guidelines apply to the Rail Consolidation Program:

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

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

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

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

Transportation Authority (Authority) to pursue the additional funding

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

Appendix F – Implementing Guidelines Environmental Enhancement Program

Transit Oriented Infrastructure for In-Fill Development

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

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

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

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

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

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

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

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

School Bus Replacement / CNG

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

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

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

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

Appendix G – Citizen Oversight Committee

Committee Purpose

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

Administrative Issues

Committee Formation

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

Selection and Duties of Committee Chair and Vice Chair

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

Committee Meetings

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

Subcommittee Requirements

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

Committee Membership and Quorum

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

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

Membership Selection

Selection Committee

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

Recruitment Process

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

Term of Membership

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

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

Eligibility

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

Staffing

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

Responsibilities

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

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

APPENDIX B

REGIONAL TRANSIT PROGRAM

Fresno COG Measure “C” Taxi Scrip Program for Seniors 70 years of age and Older

IMPLEMENTING PROGRAM GUIDELINES

Introduction

1. Purpose

The Fresno Council of Governments (Fresno COG) Taxi Scrip Program will provide enhanced transportation services for seniors living in the Fresno County (service area) region. The Taxi Scrip Program is a user subsidy program operated by Fresno COG and funded with Measure “C” Extension funds.

2. Eligibility

Eligible persons must be a senior age 70 and older and be a resident of Fresno County. In addition, seniors must:

- ✓ Provide proof of age, such as, a copy of a California Drivers License, California Identification Card or other combination of documents that prove both age and residency
- ✓ Complete the Taxi Scrip Program Application (attached). Return completed applications to Fresno COG, or to one of our distribution locations listed on page C-4 of the application

2.1 Proxy Purchase

Users may authorize up to two individuals, at any one time, to purchase Taxi Scrip on their behalf by completing the Taxi Scrip Program: Authorization Form. User must notify Fresno COG or its agents if any changes occur.

2.2 Verification of ID

Verification of ID and past monthly purchases will be conducted prior to issuing scrip. A User ID number will be provided upon completion of the application form for program eligibility. User ID numbers, for ease of client use, will be the individual’s initials and date of birth. Ex. Jane L. Smith born 11/07/1930 would be ID JS110730. Taxi scrip turned in by taxi vendors will be validated by User ID, and issued scrip number.

3. Service Area

Eligible users (Users) may use authorized taxicabs to travel anywhere taxicabs are willing to travel.

4. Scheduling

Users are solely responsible to schedule, change and cancel trip reservations. Taxicabs are available to use Monday to Sunday, 24 hours a day.

5. User-Side Sales

Each Taxi Scrip ticket book contains 20 one-dollar tickets, good for \$20 in travel value. Users may purchase up to five ticket books monthly at a cost of \$5 each, that's a 75% discount per ticket book. Users may purchase Ticket Books at Fresno COG and other established vendors, or by mail. Users may not purchase more than five (5) books in any calendar month; however, Users may purchase one at a time within the same month. Users who violate this policy may jeopardize their privileges to participate in the Taxi Scrip Program.

When purchasing ticket books by U.S. Mail, Users must add the cost of shipping/handling to their check or money order. Neither Fresno COG nor its agents are responsible for lost, stolen or damaged ticket books.

6. Taxi Scrip Ticket Books

Users are responsible to pay the amount on the taxi meter. Users may round up the cost of the trip to the nearest dollar when paying with tickets, or may use a combination of cash, check or credit card and tickets. The user can request change after rounding up to the nearest dollar.

7. Fare Media/Taxi Scrip Tickets

Fresno COG will prepare, print and provide Taxi Scrip Ticket Books to the public and point-of-sale locations.

Various local entities will be contacted to find out their willingness to act as currency distributors. Examples of vendors include libraries, retirement facilities, medical centers, etc. Vendors will be required to account for currency books sold. This will require the collection of money, and logging the sale date, User ID numbers, and scrip ID numbers on the taxi scrip website at www.taxiscrip.org. Sales logs from the website will be monitored by Fresno COG on a monthly basis.

8. Customer Service

The Fresno COG Office is the primary point of contact with the public. The Office is located at 2035 Tulare Street, Suite 201, Fresno California, 93721. Hours are Monday to Thursday from 7:30 am to 5:30 pm, and Friday 7:30 am to 4:30 pm. They are closed on most major holidays. The telephone number is 559-233-4148. Bi-lingual assistance is available and the office is ADA accessible.

Information is also available on the web by visiting www.fresnocog.org; rollover on the "Measure C Programs" tab, then click "Taxi Scrip Program".

9. Budget

The proposed budget to run this program is \$525,279 during FY 2014/15 including services and administrative costs. The budget will be reevaluated after a year of operation and Fresno COG reserves the right to amend this budget. At yearly intervals, Fresno COG will conduct a performance evaluation to determine if the program is meeting its intended goals of increasing ridership amongst eligible seniors of the *Taxi Scrip Program* and to assess whether or not to continue, or redirect the funding to a more effective alternative.

10. Taxi Companies

Fresno COG will engage local taxi companies to participate in this program. In order to participate in the program, taxi companies are required to have a valid business license with the city in which they operate that grants them permission to operate a cab within that jurisdiction. Criteria established by Fresno COG will serve as a screening process for taxi company participation. Fresno COG will enter into a Hold Harmless agreement with taxi companies.

11. Invoicing Procedures

Taxi Companies are required to log taxi scrip usage using the taxi scrip website at www.taxiscrip.org. On the website, taxi companies will log the scrip number, the user ID number, and the date of service. Taxi companies are responsible for maintaining accurate logs and keeping and returning used taxi scrip. Taxi companies will be required to invoice monthly for trips taken and are solely responsible for seeking reimbursement.

12. Marketing

To increase participation in the program, a web site will be maintained by Fresno COG listing current application information and program details. Additional flyers and brochures will be made available for distribution at libraries, community centers, retirement homes, medical offices upon request.

APPENDIX C

REGIONAL TRANSIT PROGRAM

Measure "C" Taxi Scrip Program for Seniors 70 years of age and Older APPLICATION FOR SCRIP

As a potential user of the Measure C Taxi Scrip Program, you have received this packet of materials to explain the program and this application to participate in the program. The Measure C Taxi Scrip Program began in 2008 to provide transportation for seniors living in the Fresno County region. The Taxi Scrip Program is operated by the Fresno Council of Governments (Fresno COG) and funded with local transportation funds made available through the extension of Measure C.

Fresno County residents that meet the Measure C Taxi Scrip Program eligibility criteria may use taxicabs to travel anywhere that approved taxi companies will service. Taxicabs are available seven days a week, 24 hours a day. Authorized participating taxi companies are listed on page C-4 of this application.

Eligible individuals must be a senior age 70 or older and a resident of Fresno County. **Seniors are required to provide proof of age and residency, such as a copy of a California driver's license, California Identification Card or other combination of documents that prove both age and residency.** Additional information on eligibility documentation is provided later in this packet.

Measure C Taxi Scrip Program participants may purchase five books of Scrip monthly at \$5 per book. The actual Scrip ticket book value is \$20 (includes 20 tickets at \$1 value per ticket), which is a 75% discount per book. Use Scrip to pay the fare displayed on the meter when using a taxicab, rounding up to the nearest dollar. When paying with Scrip, change can be requested. Always be prepared to show the taxi driver your Measure C Taxi Scrip ID Card.

Mail this application to the Fresno COG office at 2035 Tulare Street, Suite 201, Fresno, CA 93721 along with a completed order form, or return it to one of our distribution locations listed on page C-4 of this application. For more information, please call Fresno COG at 559-233-4148 or visit us on the web at www.fresnocog.org.

APPLICATION FORM

Name: _____

Address: _____

City, State, Zip: _____

Phone: _____ Date of Birth: _____

☐ I am age 70 or older

Signature: _____ Date: _____

How did you hear about this program? _____

AUTHORIZATION FORM

Part I

Name of Eligible Buyer: _____

Address: _____

City, State, Zip: _____

Phone: _____

I hereby authorize the following individual(s) to purchase my Measure C Taxi Scrip for me when I am unable to purchase these items myself. I understand that only the name(s) shown below may purchase Taxi Scrip on my behalf. I further understand that this form must be renewed every two years. If changes occur before my renewal is due, I am responsible to update my Measure C Taxi Scrip Program Authorization Form.

Signature: _____ *Date:* _____

Part II

The individual(s) listed below have agreed to become an Authorized Buyer and acknowledge that they will show a photo ID and my User ID card when making a Measure C Taxi Scrip purchase on my behalf. Failure to offer their photo ID may possibly revoke their authorization status. Fresno COG is not responsible should the Authorized Buyer fail to deliver the purchased item(s) to the Eligible Buyer. Eligible Buyers and Authorized Buyers must provide their California Driver's License or California ID Card number and a local telephone number on personal checks when purchasing by US Mail or in person at the Fresno COG office.

1.

Name of Authorized Buyer: _____

Address: _____

City, State, Zip: _____

Phone: _____

Authorized Buyer's Signature: _____ *Date:* _____

2.

Name of Authorized Buyer: _____

Address: _____

City, State, Zip: _____

Phone: _____

Authorized Buyer's Signature: _____ *Date:* _____

MEASURE C TAXI SCRIP BILL OF RIGHTS & RESPONSIBILITIES

1. You have the **RIGHT** to be charged the same fare as all other taxi passengers.
2. You have the **RIGHT** to tip or not tip the taxi driver. You may tip taxi drivers with Measure C Taxi Scrip.
3. If the fare is less than an even dollar amount, you have the **RIGHT** to get change back. *(You may round up your trip fare to the nearest dollar and request change. Example: the total fare is \$5.25, you give the taxi driver \$6's worth of Scrip. The 75-cent difference can be requested as change.)*
4. You have the **RIGHT** to travel with a companion(s) and pay only one fare *(no matter how many people took the same ride.)*
5. You have the **RIGHT** to prompt, courteous and safe service.
6. You have the **RIGHT** to use any authorized participating taxi company you wish.
7. You have the **RESPONSIBILITY** not to lend, sell or give away your Taxi Scrip to anyone.
8. You have the **RESPONSIBILITY** to thoroughly fill out and submit the Taxi Scrip Order Form every time you reorder scrip through the Fresno COG mail order service. Your order will not be processed if the form is not received with payment.
9. You have a **RESPONSIBILITY** not to abuse the Taxi Scrip Program. The taxi drivers may not make out-of-area trips for you, make deliveries or allow someone else to use your Scrip.
10. You have a **RESPONSIBILITY** to keep track of your Scrip remember- it is the same as cash!
11. You have a **RESPONSIBILITY** to show your User ID card to the taxi driver every time you request a taxi service from an approved taxi service provider.
12. You have a **RESPONSIBILITY** to report any instance of abuse, unsafe taxi conditions, fraud or other problems you experience or observe.
13. You have a **RESPONSIBILITY** to inform the Taxi Scrip Program office of any changes: new address or telephone, Authorized Buyer(s), your eligibility status, etc.

Please detach this page and keep for your records.

WHAT TAXI COMPANIES CAN I CALL TO SCHEDULE A SERVICE?

You may utilize any of the following authorized taxicab companies holding a City of Fresno business license. Currently, there are thirteen such taxicab companies that are participating in this program.

California Cab Phone: 559-222-2223 559-266-6666	City Cab Company Phone: 559-495-1234 559-228-8282	 Service in Spanish Servicio en Español
A+ Taxi Cab Company Phone: 559-433-9111	Fresno Cab Company Phone: 559-301-5579	Taxi America Phone: 559-233-3383
Faretta Cab Company Phone: 559-230-1000 559-434-8888 559-226-4000	Scrip Taxi Phone: 559-222-2220 559-222-2229 559-222-0101	Green Point Taxi Phone: 559-638-8595 (SERVICE IN REEDLEY!)
Yellow Cab Phone: 559-275-1234 559-442-1020	Yosemite Cab Company Phone: 559-268-1212 559-266-7777	Latino Cab Phone: 559-233-3308 559-266-6611
Bulldog Cab Company Phone: 559-485-6000	Royal Cab Phone: 559-457-9152	Academy Taxi Phone: 559-900-6868 (SERVICE IN SANGER)
Checker Cab Phone: 559-237-7007 559-436-8294	Alpha Cab Phone: 559-442-1245	Taxi El Cora Phone: 559-233-4925 559-970-7707

WHERE CAN I OBTAIN AN APPLICATION AND PURCHASE TAXI SCRIP IN PERSON?

Clovis City Hall 1033 Fifth Street Clovis, CA <u>Business Hours:</u> 8:00 AM – 3:00 PM Mon.– Fri. Phone: 559-324-2000 Clovis Senior Center 850 Fourth Street Clovis, CA <u>Business Hours:</u> 8:00 AM – 4:30 PM Mon.– Fri. Phone: 559-324-2750 TTY: 559-324-2753	Fresno Area Express (FAX) Manchester Transit Center 3590 North Blackstone Fresno, CA <u>Business Hours:</u> 8:00 AM – 5:00 PM Mon.– Fri. Phone: 559-621-RIDE Reedley Community Center 100 N. East Ave Reedley, CA <u>Business Hours:</u> 8:00 AM – 5:00 PM Mon.– Fri. Phone: 559-637-4203	Mail Orders Available at: Fresno COG 2035 Tulare Street, Suite 201 Fresno, CA 93721
---	--	---

WHAT OTHER DOCUMENTS CAN I SUPPLY TO PROVE AGE/RESIDENCY ELIGIBILITY?

Other forms of proof of eligibility may include a photo identification from another state with your Date of Birth printed on it (to prove age) as well as a letter or bill with a Fresno County address on it (to prove residency). You can call the Taxi Scrip main office at 559-233-4148 x240 for further information on other forms of identification that may be accepted.

APPENDIX D

LOCAL TRANSPORTATION PASS THROUGH REVENUES CERTIFICATION AND CLAIM

TO: Fresno County Transportation Authority

FROM: _____
Local Agency Name
Address: _____ City: _____ Zip Code: _____
Contact: _____ Telephone: _____
FAX: _____ Email Address: _____

1. Applicable Funding Program: (Check One)

Regional Public Transit Program

- ☐ Fresno Area Express
- ☐ Clovis Transit
- ☐ FCRTA
- ☐ PTIS/Transit Consolidation
- ☐ ADA/Seniors/Paratransit
- ☐ Farmworker Van Pools
- ☐ Car/Van Pools
- ☐ New Technology Reserve

Local Transportation Program

- ☐ Street Maintenance
- ☐ ADA Compliance
- ☐ Flexible Funding
- ☐ Pedestrian/Trails Urban
- ☐ Pedestrian/Trails Rural
- ☐ Bicycle Facilities
- ☐ Regional Transportation Program
- ☐ Fresno Airports

Alternative Transportation Program

- ☐ Rail Consolidation Subprogram

Environmental Enhancement Program

- ☐ School Bus Replacement
- ☐ Transit Oriented Infrastructure for In-Fill

Administrative/Planning Program

- ☐ Fresno COG

2. The _____ ("claimant") is an eligible claimant of funds for local
transportation purposes pursuant to California Public Utilities Code Section 142257.

3. The Fresno County Transportation Authority has adopted a Resolution of Apportionment for Fiscal Year 20__-20__ setting __. __% of the amount for the Subprogram or Category of funds checked above and available to the claimant. On behalf of claimant, I hereby request release of the funds to claimant in accordance with:

- (a) Monthly payments consistent with adopted percentage, based on actual receipts
- (b) Compliance with Steps 5 and 6 of the Local Agency Handbook – Local Agency Pass-Through Funding programs

4. On behalf of claimant, I hereby certify as follows:

- (a) That the Subprogram or Category of funds checked above are not being used to substitute for property tax funds which claimant had previously used for local transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257.
- (b) That claimant has segregated property tax revenues from claimant's other general fund revenues used to support the Subprogram or Category of funds checked above so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to claimant's entire general fund.
- (c) That claimant shall account for Subprogram or Category of checked above and received pursuant to Public Utilities Code Section 142257. Claimant shall maintain current records in accordance with generally accepted accounting principles, and shall separately record expenditures for each type of eligible purpose. Claimant shall make such records available to the Authority for inspection or audit at any time.

5. Claimant understands that should financial or compliance audit exceptions be found, the Fresno County Transportation Authority will take immediate steps to resolve the exceptions in accordance with its adopted procedures.

Claimant's Authorized Signature: _____

Title: _____

Date: _____

APPENDIX E

SHORT-TERM REGIONAL TRANSPORTATION PROGRAM - PROJECT SEGMENT DETAIL SHEETS

Short-Term Regional Transportation Program

URBAN PROJECT A1 SR 180 EAST CLOVIS AVE. TO TEMPERANCE AVE.

Planned Improvement: 4 Lane Freeway Extension on 6 Lane Right-of-Way

Inflated Cost: \$107.710 million

Year of Completion: 2009 - COMPLETED

Regional Priority: N/A

Responsible Agency: Caltrans



Revision Date: April 10, 2013

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering ^{*1}																				
Right-of-Way ^{*2}																				
Construction ^{*3}	Prior	2008/09	\$21.270	\$79.500	\$6.940														\$107.710	
TOTAL COST			\$21.270	\$79.500	\$6.940														\$107.710	
FUNDING PROGRAM																				
Measure "C" Extension			\$3.010	\$24.572															\$27.582	
STIP			\$5.700	\$47.488	\$6.940														\$60.128	
Other State			\$12.560	\$7.440															\$20.000	
TOTAL FUNDING			\$21.270	\$79.500	\$6.940														\$107.710 M	

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT B2 SR 180 WEST MARKS AVE. TO HUGHES-WEST AVE. CONNECTOR

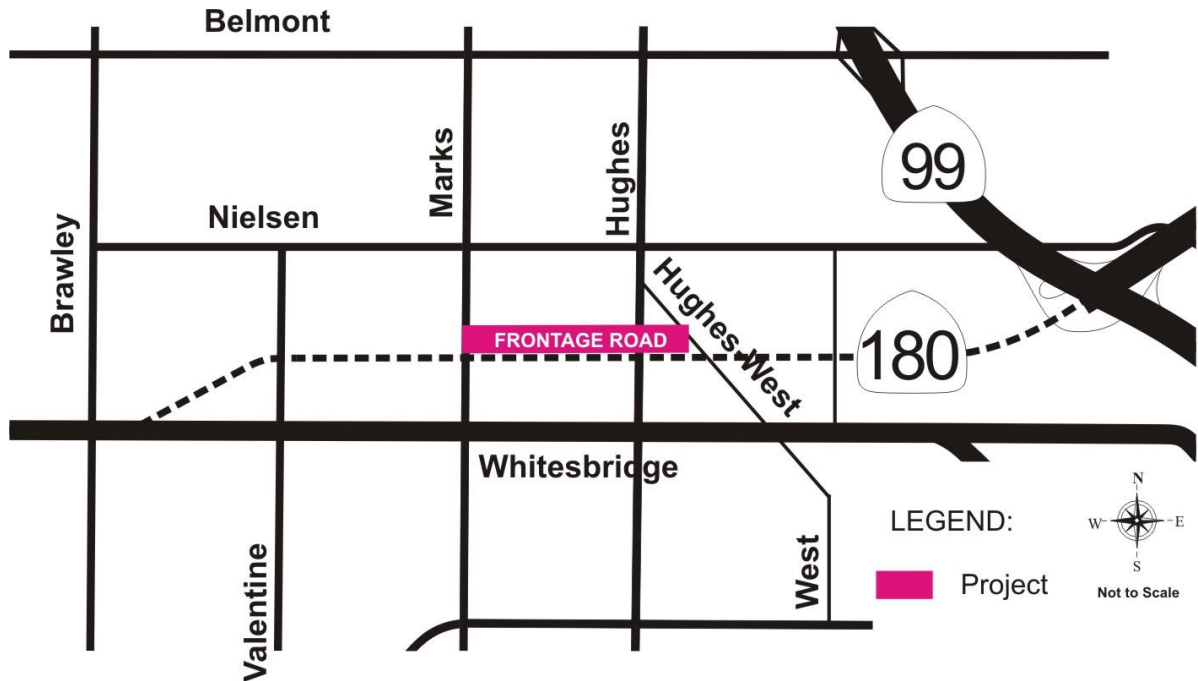
Planned Improvement: Construct Frontage Road, Realign Ronquo Boulevard & Install Traffic Signal

Inflated Cost: \$7.519 million

Year of Completion: 2013 - COMPLETED

Priority Number: N/A

Responsible Agency: City of Fresno



Revision Date: October 13, 2015

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering *1	2008/09	2008/09			\$0.335														\$0.335	
Right-of-Way *2	2009/10	2009/10				\$2.758													\$2.758	
Construction *3	2012/13	2012/13								\$4.426									\$4.426	
TOTAL COST					\$0.335	\$2.758				\$4.426									\$7.519	
FUNDING PROGRAM																				
Measure "C" Extension					\$0.335	\$0.007				\$2.213									\$2.555	
SLPP										\$2.213									\$2.213	
RTMF						\$2.751				\$2.213									\$4.964	
TOTAL FUNDING					\$0.335	\$2.758				\$4.426									\$7.519 M	

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

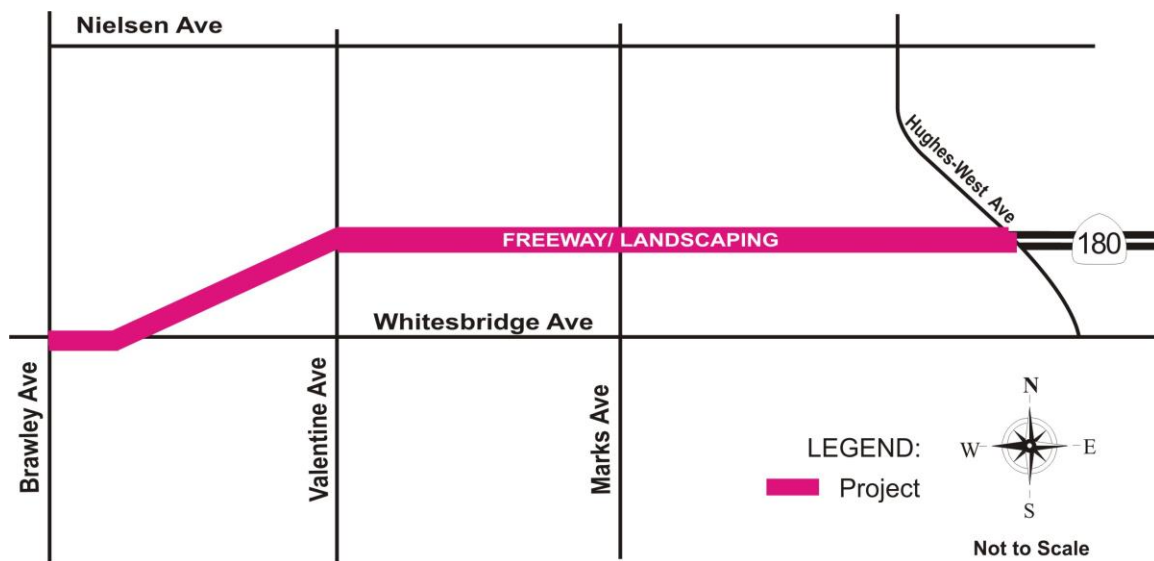
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT B3 SR 180 WEST BRAWLEY AVE. TO HUGHES-WEST AVE. CONNECTOR

Planned Improvement: Install Landscaping
Inflated Cost: \$5.122 million
Year of Completion: 2016
Priority Number: N/A
Responsible Agency: Caltrans



Revision Date: October 13, 2015

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering *1	2011/12	2012/13								\$0.166	\$0.374									\$0.540
Right-of-Way *2	2012/13	2013/14									\$0.010									\$0.010
Construction *3	2015/16	2015/16											\$4.572							\$4.572
TOTAL COST										\$0.166	\$0.384		\$4.572							\$5.122
FUNDING PROGRAM																				
Measure "C" Extension													\$0.550							\$0.550
STIP										\$0.166	\$0.384		\$4.022							\$4.572
TOTAL FUNDING										\$0.166	\$0.384		\$4.572							\$5.122 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

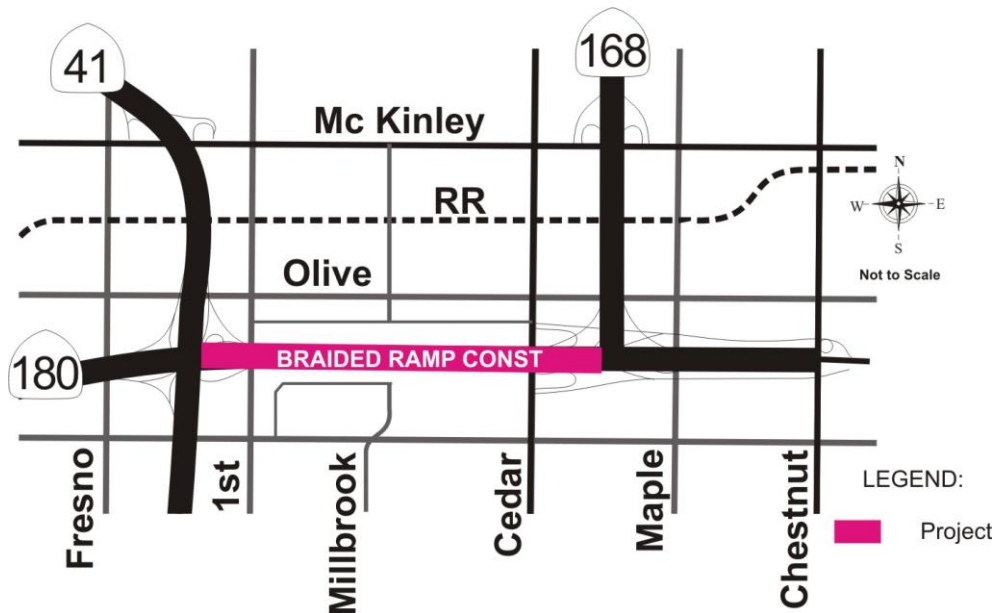
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT C SR 41, SR 168, & SR 180 BRAIDED RAMPS

Planned Improvement: Construct Braided Ramps
Inflated Cost: \$66.663 million
Year of Completion: 2014
Priority Number: 4
Responsible Agency: Caltrans



Revision Date: October 13, 2015

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22															TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	
Preliminary Engineering *1	2010/11	2012/13					\$4.100		\$0.740										\$4.840
Right-of-Way *2	2010/11	2012/13					\$0.100		\$0.010										\$0.110
Construction *3	2010/11	2013/14					\$55.963				\$5.750								\$61.713
TOTAL COST							\$60.163		\$0.750	\$5.750									\$66.663
FUNDING PROGRAM																			
Prior Measure "C"							\$2.000		\$0.010										\$2.010
RTMF							\$3.163		\$0.740	\$5.750									\$9.653
Other State							\$55.000												\$55.000
TOTAL FUNDING							\$60.163		\$0.750	\$5.750									\$66.663 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D1 WILLOW AVE. SHEPHERD AVE. TO COPPER AVE.

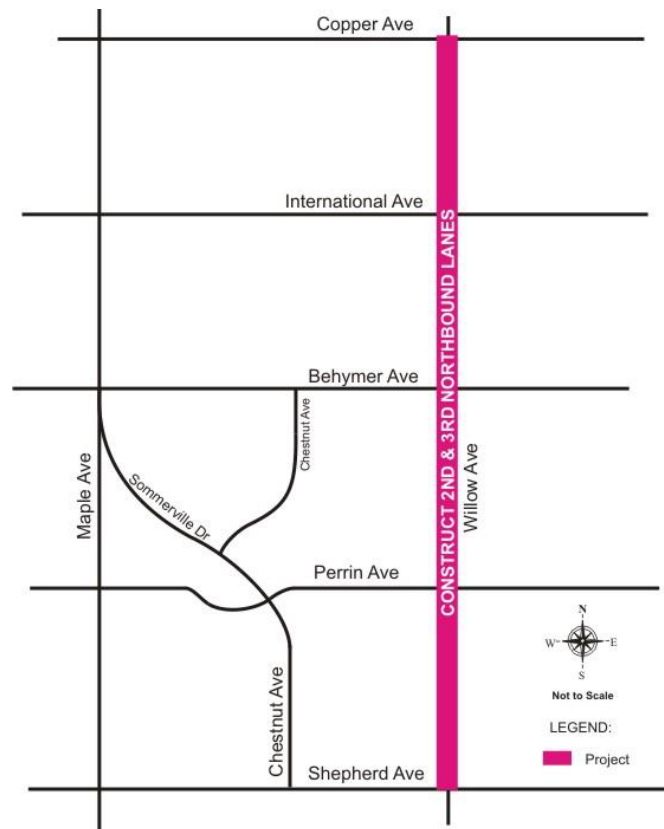
Planned Improvement: Construct 2nd & 3rd Northbound Lanes & Install Concrete Median, Curb & Gutter, Landscaping, Irrigation System & Traffic Signal at Perrin Avenue

Inflated Cost: \$7.942 million

Year of Completion: 2016

Priority Number: 3

Responsible Agency: City of Clovis



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering -1	2014/15	2014/15										\$0.769								\$0.769
Right-of-Way -2	2015/16	2015/16											\$1.979							\$1.979
Construction -3	2015/16	2015/16											\$5.194							\$5.194
TOTAL COST												\$0.769	\$7.173							\$7.942
FUNDING PROGRAM																				
Measure "C" Extension												\$0.615	\$5.738							\$6.353
Local Development Fees												\$0.154	\$1.435							\$1.589
TOTAL FUNDING												\$0.769	\$7.173							\$7.942 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D2 WILLOW AVE. TEAGUE AVE. TO SHEPHERD AVE.

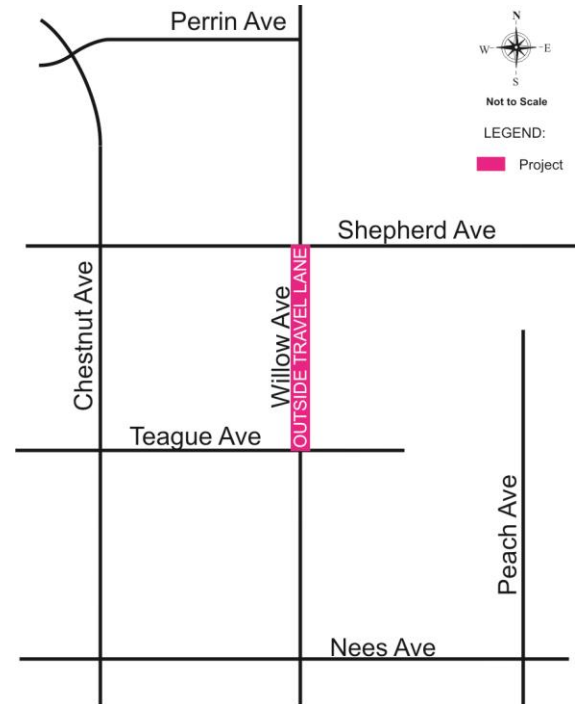
Planned Improvement: Construct Outside Travel Lane on East Side of Roadway & Install Median, Curb & Gutter, Landscaping & Irrigation.

Inflated Cost: \$.775 million

Year of Completion: 2010 - COMPLETED

Priority Number: 3

Responsible Agency: Cities of Fresno/Clovis



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering *1	Prior	Prior	\$0.056																\$0.056	
Right-of-Way *2	Prior	Prior	\$0.320																\$0.320	
Construction *3	2009/09	2009/10				\$0.399													\$0.399	
TOTAL COST			\$0.376			\$0.399													\$0.775	
FUNDING PROGRAM																				
Measure "C" Extension						\$0.322													\$0.310	
Local Development Fees			\$0.376			\$0.077													\$0.453	
TOTAL FUNDING			\$0.376			\$0.399													\$0.775 M	

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D2A WILLOW AVE. WILLOW AVE. & SHEPHERD AVE. INTERSECTION

Planned Improvement: Install Traffic Signal and Improve Intersection
Inflated Cost: \$2.446 million
Year of Completion: 2010 - COMPLETED
Priority Number: 3
Responsible Agency: City of Fresno/City of Clovis



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering ^{*1}	Prior	Prior	\$0.236																\$0.236	
Right-of-Way ^{*2}	Prior	Prior	\$0.399																\$0.399	
Construction ^{*3}	2009/10	2009/10				\$1.811													\$1.811	
TOTAL COST			\$0.635			\$1.811													\$2.446	
FUNDING PROGRAM																				
Measure "C" Extension						\$0.353													\$0.353	
Federal Aid			\$0.434			\$1.347													\$1.781	
Other Local			\$0.201			\$0.111													\$0.312	
TOTAL FUNDING			\$0.635			\$1.811													\$2.446 M	

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D3 WILLOW AVE. ALLUVIAL AVE. TO 1/8 MILE NORTH OF ALLUVIAL AVE.

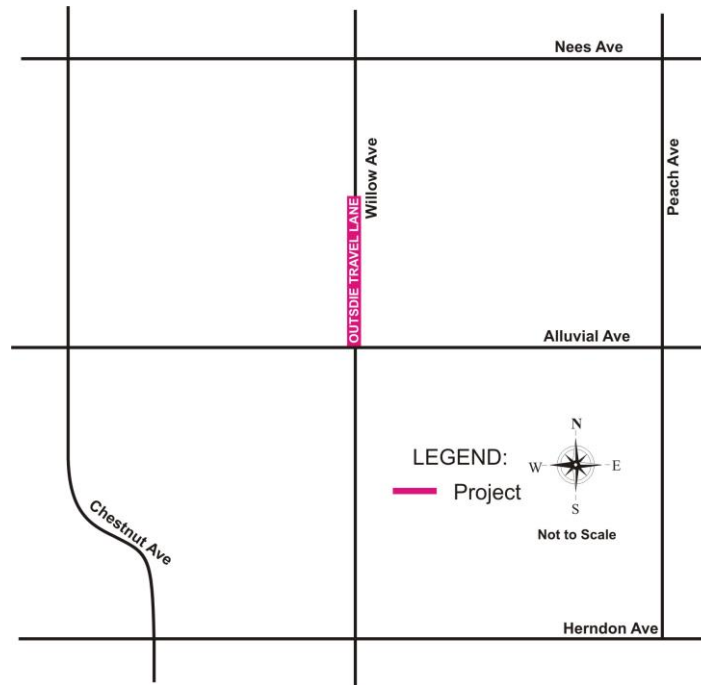
Planned Improvement: Construct Outside Travel Lane on East Side of Roadway &
Install Curb & Gutter, Sidewalk, Street Lights, Median Curb &
Landscaping

Inflated Cost: \$0.693 million

Year of Completion: 2013 - COMPLETED

Priority Number: 3

Responsible Agency: City of Clovis



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering ^{*1}	2011/12	2011/12						\$0.111												\$0.111
Right-of-Way ^{*2}	2011/12	2011/12						\$0.203												\$0.203
Construction ^{*3}		2012/13							\$0.379											\$0.379
TOTAL COST								\$0.314	\$0.379											\$0.693
FUNDING PROGRAM																				
Measure "C" Extension								\$0.251	\$0.319											\$0.570
Federal Aid								\$0.063	\$0.060											\$0.123
TOTAL FUNDING								\$0.314	\$0.379											\$.693 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D4A WILLOW AVE. TEAGUE AVE. TO SHEPHERD AVE.

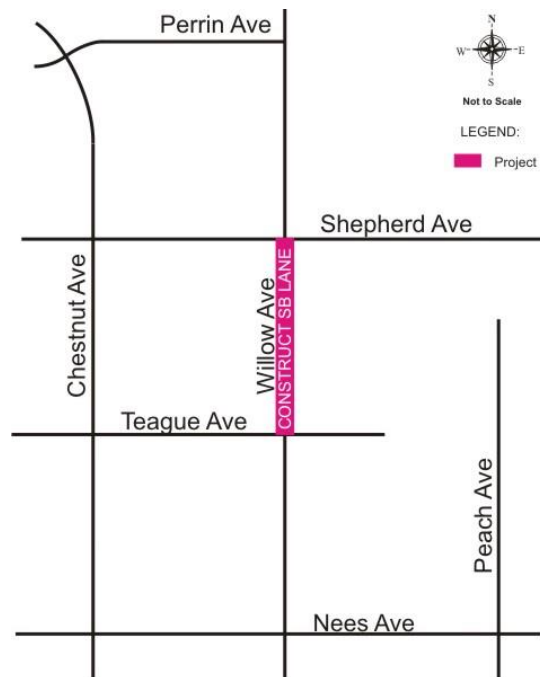
Planned Improvement: Construct Southbound Lane on West Side of Roadway & Install Median, Curb & Landscaping

Inflated Cost: \$.196 million

Year of Completion: 2009 - COMPLETED

Priority Number: 3

Responsible Agency: City of Fresno/City of Clovis



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering ^{*1}																				
Right-of-Way ^{*2}																				
Construction ^{*3}	2008/09	2008/09			\$0.196														\$0.196	
TOTAL COST					\$0.196														\$0.196	
FUNDING PROGRAM																				
Measure "C" Extension					\$0.196														\$0.196	
TOTAL FUNDING					\$0.196														\$0.196 M	

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

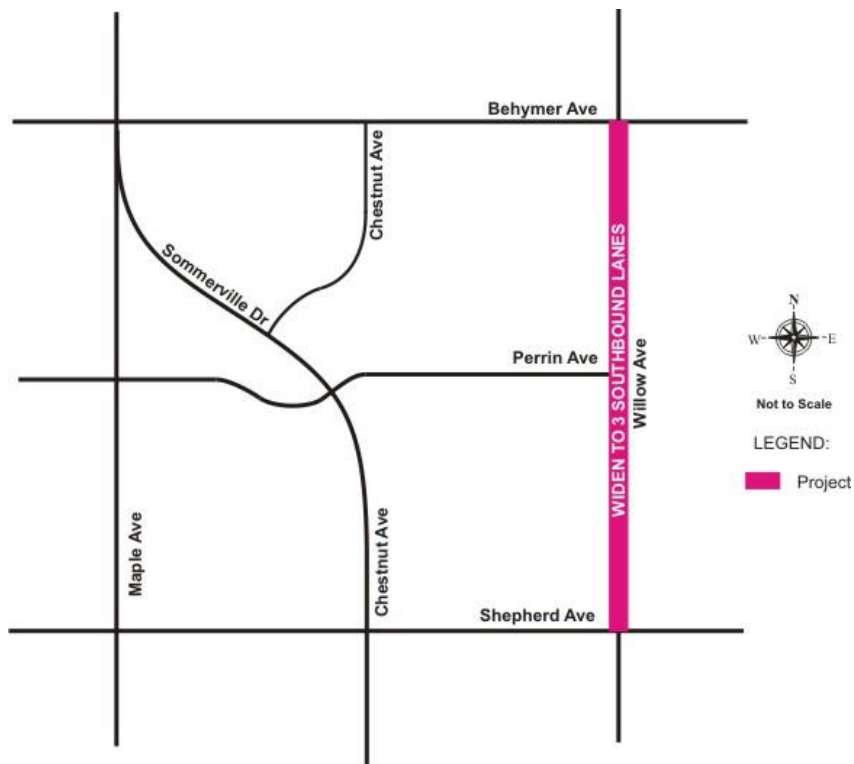
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D4B WILLOW AVE. SHEPHERD AVE. TO BEHYMER AVE.

Planned Improvement: Widen to 3 Southbound Lanes
Inflated Cost: \$3.573 million
Year of Completion: 2009 - COMPLETED
Priority Number: 3
Responsible Agency: City of Fresno



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22															TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	
Preliminary Engineering ¹	2008/09	2008/09			\$0.213														\$0.213
Right-of-Way ²																			
Construction ³	2008/09	2008/09			\$3.360														\$3.360
TOTAL COST					\$3.573														\$3.573
FUNDING PROGRAM																			
Measure "C" Extension					\$2.858														\$2.858
Local Development Fees					\$0.715														\$0.715
TOTAL FUNDING					\$3.573														\$3.573 M

¹ Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

² Right-of-Way Acquisition

³ Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D5 WILLOW AVE. DECATUR AVE. TO SHEPHERD AVE.

Planned Improvement: Widen to 3 Southbound lanes
Inflated Cost: \$3.900 million
Year of Completion: 2011 - COMPLETED
Priority Number: 3
Responsible Agency: City of Fresno



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering ^{*1}	Prior	Prior	\$0.290																\$0.290	
Right-of-Way ^{*2}	2009/10	2009/10				\$0.441													\$0.441	
Construction ^{*3}	2010/11	2010/11					\$3.169												\$3.169	
TOTAL COST			\$0.290			\$0.441	\$3.169												\$3.900	
FUNDING PROGRAM																				
Measure "C" Extension						\$0.072	\$1.269												\$1.341	
Federal Aid			\$0.290			\$0.369	\$1.900												\$2.559	
TOTAL FUNDING			\$0.290			\$0.441	\$3.169												\$3.900 M	

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

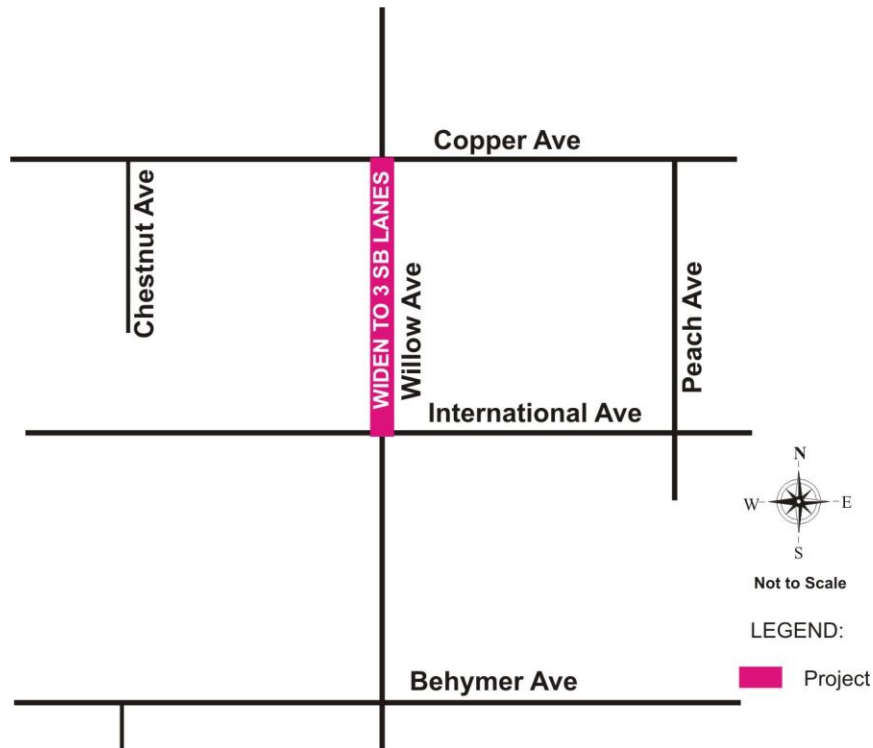
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D6 WILLOW AVE. INTERNATIONAL AVE. TO COPPER AVE.

Planned Improvement: Widen to 3 Southbound Lanes
Inflated Cost: \$.783 million
Year of Completion: 2020
Priority Number: 3
Responsible Agency: City of Fresno



Revision Date: October 13, 2015

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22															TOTAL COST & FUNDING	
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering *1	2019/20	2019/20															\$0.087			\$0.087
Right-of-Way *2																				
Construction *3	2019/20	2019/20															\$0.696			\$0.696
TOTAL COST																	\$0.783			\$0.783
FUNDING PROGRAM																				
Measure "C" Extension																	\$0.626			\$0.571
Local Development Fees																	\$0.157			\$0.143
TOTAL FUNDING																	\$0.783			\$0.783 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

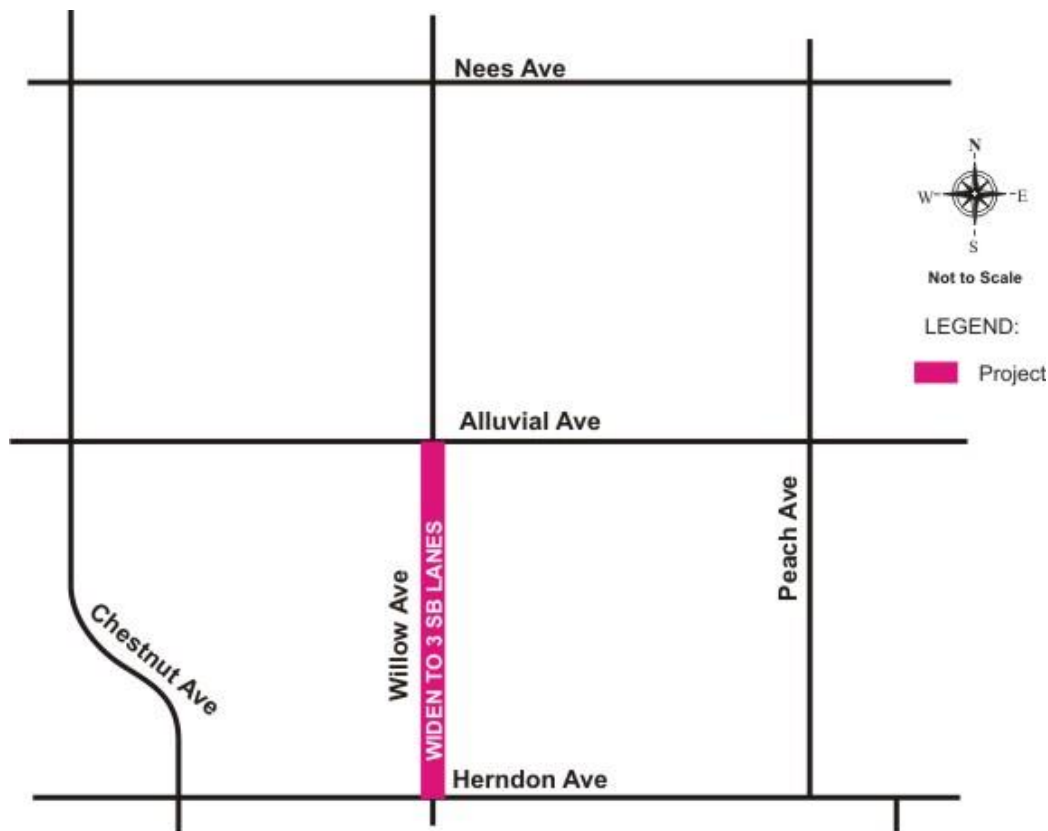
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D7 WILLOW AVE. HERNDON AVE. TO ALLUVIAL AVE.

Planned Improvement: Widen to 3 Southbound Lanes.
Inflated Cost: \$5.113 million
Year of Completion: 2020
Priority Number: 3
Responsible Agency: City of Fresno



Revision Date: October 13, 2015

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22															TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	
Preliminary Engineering ^{*1}	2016/17	2016/17											\$0.191						\$0.191
Right-of-Way ^{*2}	2016/17	2016/17											\$0.865						\$0.865
Construction ^{*3}	2019/20	2019/20														\$4.057			\$4.057
TOTAL COST													\$1.056			\$4.057			\$5.113
FUNDING PROGRAM																			
Measure "C" Extension													\$0.845			\$3.246			\$4.091
Local Development Fees													\$0.211			\$0.811			\$1.022
TOTAL FUNDING													\$1.056			\$4.057			\$5.113 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT D8 WILLOW AVE. BARSTOW AVE. TO ESCALON AVE.

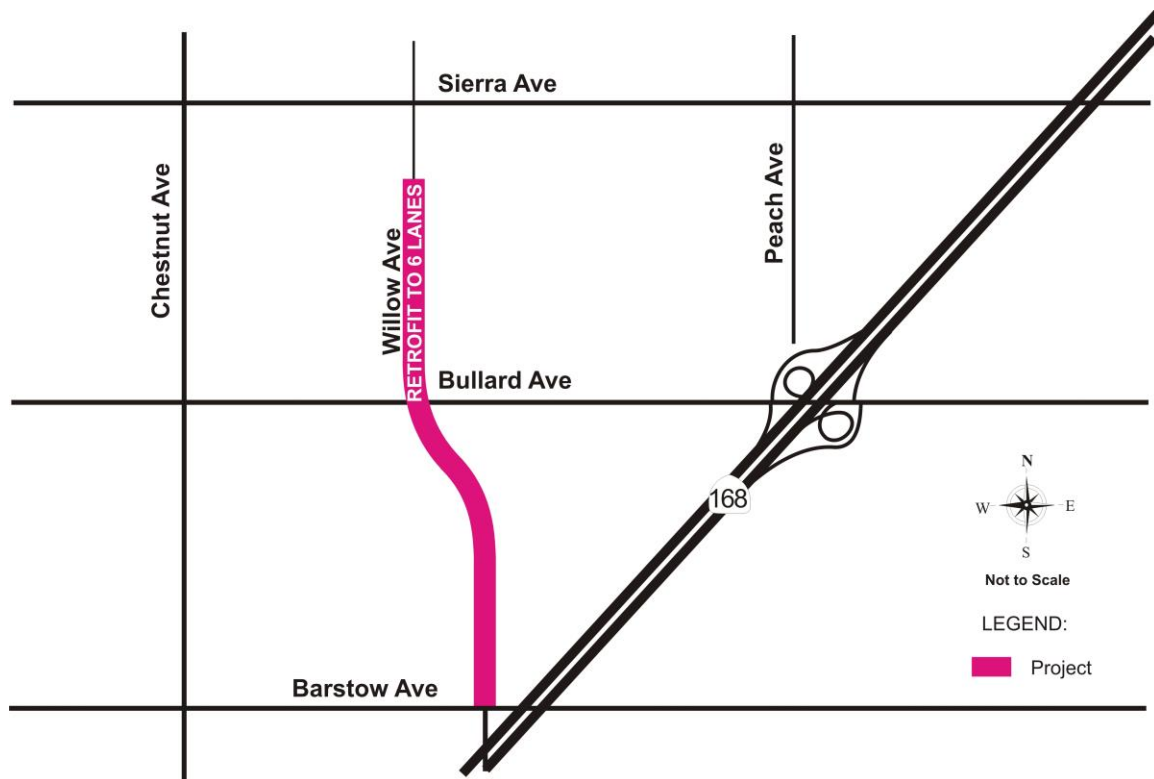
Planned Improvement: Retrofit to 6 Lanes. Add Bike Path and Improve Intersection at Willow Ave/Bullard Ave.

Inflated Cost: \$2.367 million

Year of Completion: 2013 - COMPLETED

Priority Number: 3

Responsible Agency: City of Fresno



Revision Date: October 13, 2015

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22															TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	
Preliminary Engineering ^{*1}	2009/10	2012/13				\$0.110			\$0.215										\$0.325
Right-of-Way ^{*2}	2009/10	2012/13				\$0.040			\$0.072										\$0.112
Construction ^{*3}	2009/10	2012/13				\$1.300			\$0.630										\$1.930
TOTAL COST						\$1.450			\$0.917										\$2.367
FUNDING PROGRAM																			
Measure "C" Extension						\$0.800			\$0.602										\$1.402
SLPP						\$0.650			\$0.315										\$0.965
TOTAL FUNDING						\$1.450			\$0.917										\$2.367 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT E1 TEMPERANCE AVE. ENTERPRISE CANAL TO SOUTH OF SHEPHERD AVE.

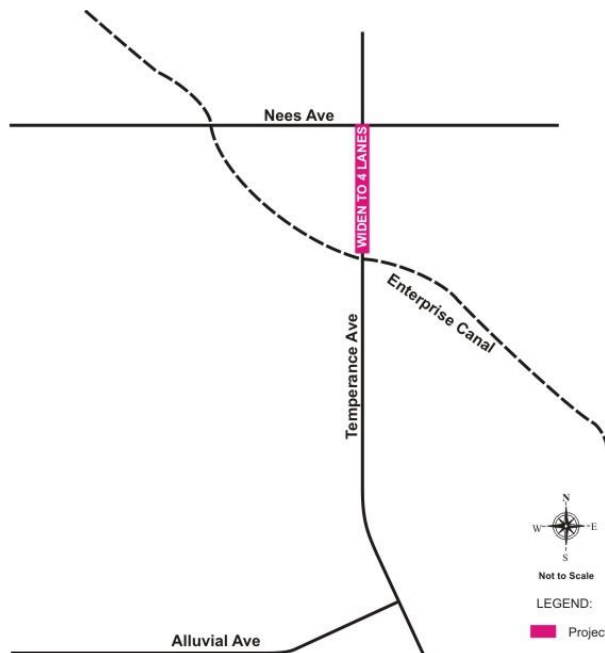
Planned Improvement: Widen to 4 Lane Divided Expressway/Arterial & Install Traffic Signal

Inflated Cost: \$2.663 million

Year of Completion: 2013 - COMPLETED

Priority Number: 8

Responsible Agency: City of Clovis



Revision Date: October 13, 2015

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22															TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	
Preliminary Engineering ^{*1}	2011/12	2012/13						\$0.214	\$0.009										\$0.223
Right-of-Way ^{*2}		2012/13	2012/13						\$0.346										\$0.346
Construction ^{*3}		2012/13	2012/13						\$2.094										\$2.094
TOTAL COST								\$0.214	\$2.449										\$2.663
FUNDING PROGRAM																			
Measure "C" Extension								\$0.214	\$1.721										\$1.935
SLPP									\$0.728										\$0.728
TOTAL FUNDING								\$0.214	\$2.449										\$2.663 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT E2 TEMPERANCE AVE. HERNDON AVE. TO BULLARD AVE.

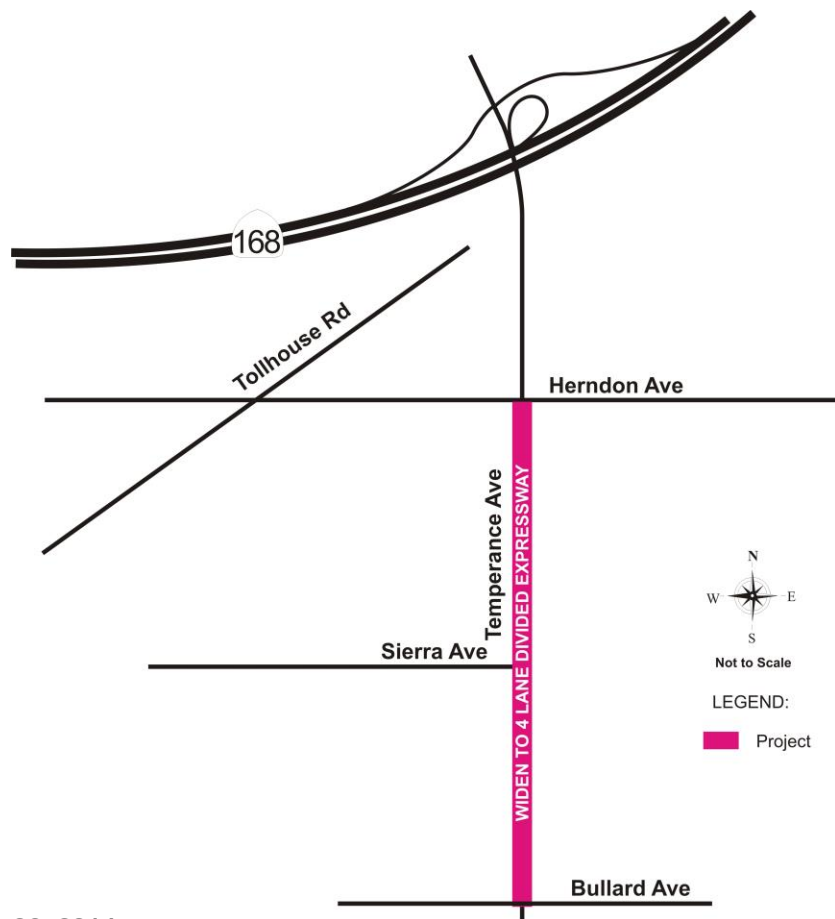
Planned Improvement: Widen to 4 Lane Divided Expressway/Arterial & Install Traffic Signal

Inflated Cost: \$2.892 million

Year of Completion: 2013 - COMPLETED

Priority Number: 8

Responsible Agency: City of Clovis



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering *1	2010/11	2010/11					\$0.295												\$0.295	
Right-of-Way *2																				
Construction *3	2012/13	2012/13							\$2.597										\$2.597	
TOTAL COST							\$0.295		\$2.597										\$2.892	
FUNDING PROGRAM																				
Measure "C" Extension							\$0.194		\$1.299										\$1.493	
SLPP									\$1.298										\$1.298	
Federal Aid							\$0.101												\$0.101	
TOTAL FUNDING							\$0.295		\$2.597										\$2.892 M	

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT E3 TEMPERANCE AVE. AT SHEPHERD. AVE

Planned Improvement: Widen East Side of Temperance Avenue, Install Traffic Signal, Paving, Curb & Gutter, Sidewalk, Irrigation, Street Lights & Landscaping

Inflated Cost: \$.569 million

Year of Completion: 2015

Priority Number: 8

Responsible Agency: City of Clovis



Revision Date: October 13, 2015

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering ¹	2012/13	2012/13							\$0.065										\$0.065	
Right-of-Way ²																			\$0.000	
Construction ³	2014/15	2014/15									\$0.501								\$0.501	
TOTAL COST									\$0.065		\$0.501								\$0.566	
FUNDING PROGRAM																				
Measure "C" Extension									\$0.007		\$0.205								\$0.212	
Federal Aid									\$0.058		\$0.296								\$0.354	
TOTAL FUNDING									\$0.065		\$0.501								\$0.569 M	

¹ Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

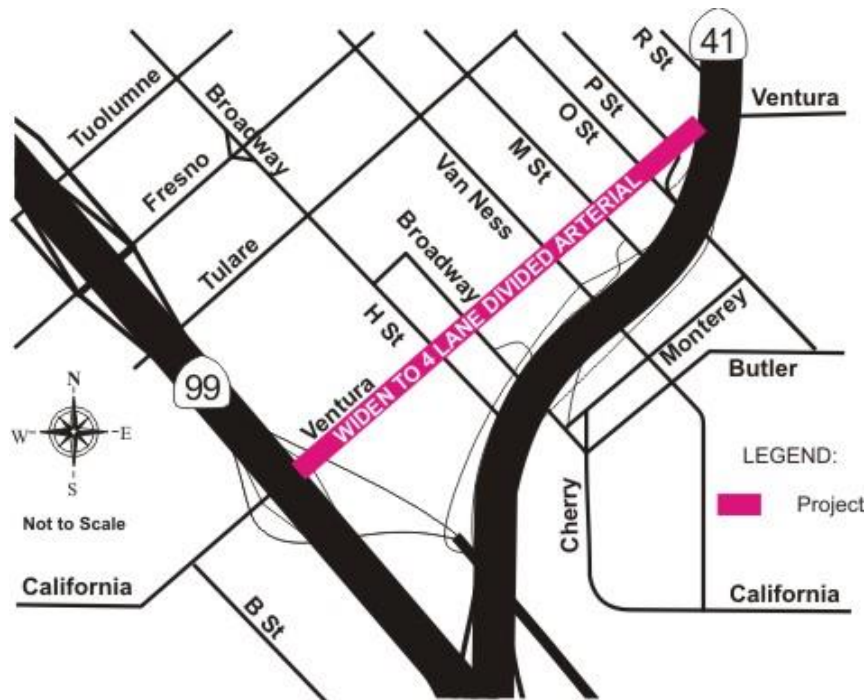
² Right-of-Way Acquisition

³ Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT F VENTURA ST. SR 41 TO SR 99

Planned Improvement: Widen to 4 Lane Divided Arterial
Inflated Cost: \$3.427 million
Year of Completion: 2021
Priority Number: 3
Responsible Agency: City of Fresno



Revision Date: October 13, 2015

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22															TOTAL COST & FUNDING							
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22								
Preliminary Engineering ^{*1}	2017/18	2017/18																	\$0.219						\$0.219	
Right-of-Way ^{*2}	2017/18	2017/18																		\$0.820						\$0.820
Construction ^{*3}	2020/21	2020/21																					\$2.388			\$2.388
TOTAL COST																				\$1.039				\$2.388		\$3.427
FUNDING PROGRAM																										
Measure "C" Extension																								\$1.039		\$3.427
TOTAL FUNDING																				\$1.039				\$2.388		\$3.427 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

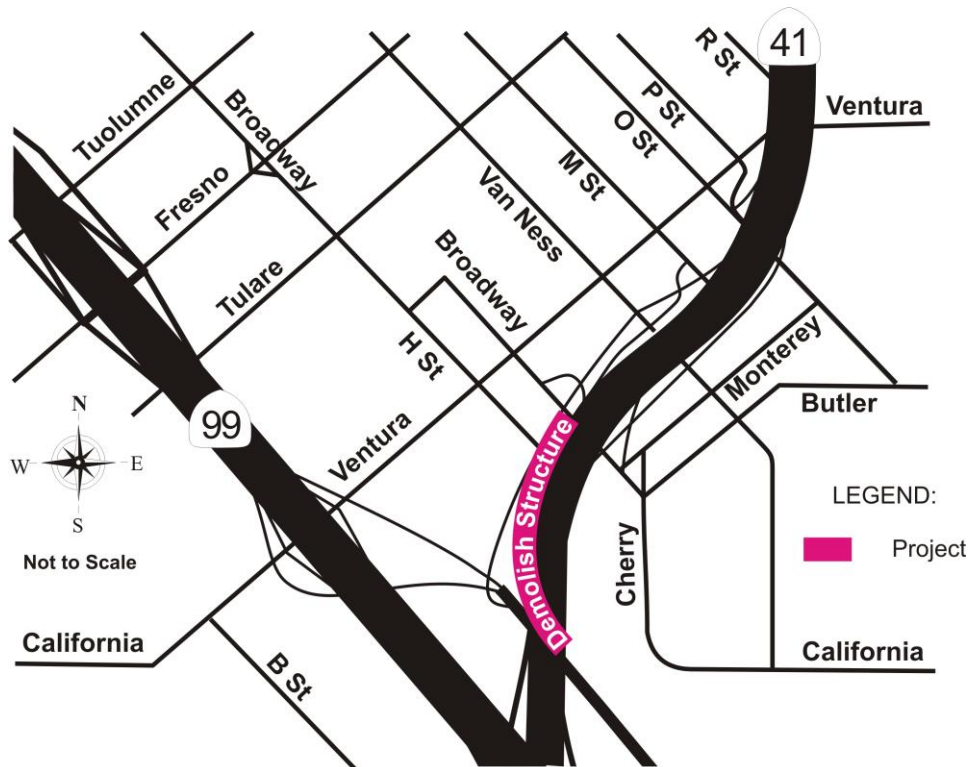
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT G MONTEREY BRIDGE BROADWAY TO GOLDEN STATE BLVD.

Planned Improvement: Demolish Structure
Inflated Cost: \$1.602 million
Year of Completion: 2012 - COMPLETED
Priority Number: 2
Responsible Agency: City of Fresno



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering ^{*1}	2010/11	2010/11					\$0.155												\$0.155	
Right-of-Way ^{*2}																				
Construction ^{*3}	2011/12	2011/12						\$1.447											\$1.447	
TOTAL COST							\$0.155	\$1.447											\$1.602	
FUNDING PROGRAM																				
Measure "C" Extension							\$0.155	\$1.447											\$1.602	
TOTAL FUNDING							\$0.155	\$1.447											\$1.602 M	

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

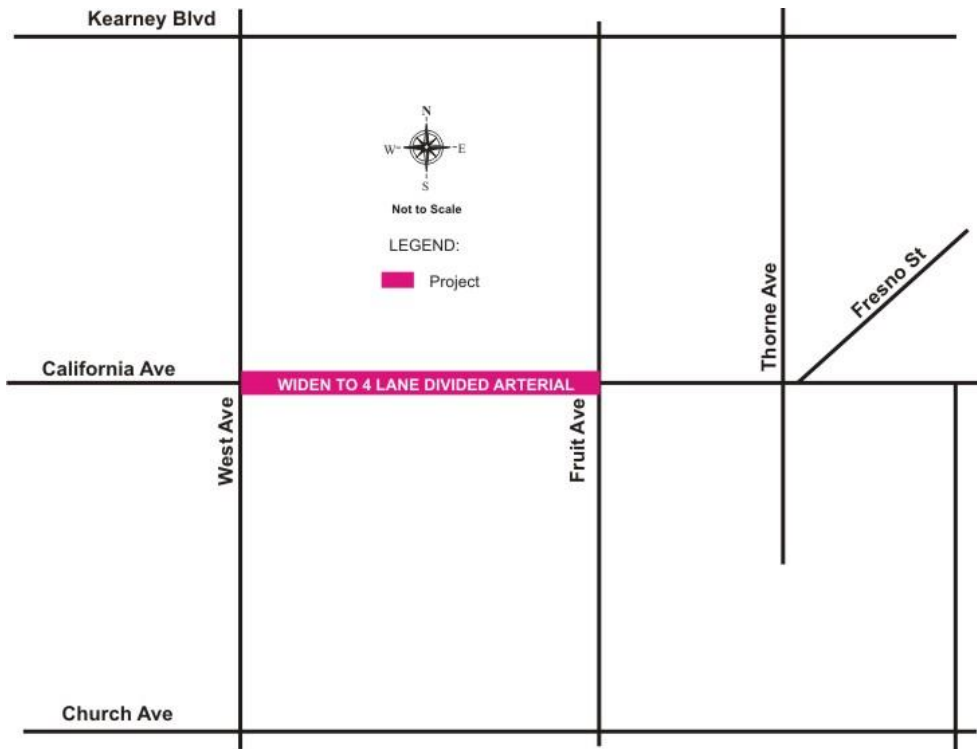
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT H1 CALIFORNIA AVE. WEST AVE. TO FRUIT AVE.

Planned Improvement: Widen to 4 Lane Divided Arterial
Inflated Cost: \$1.900 million
Year of Completion: 2009 - COMPLETED
Priority Number: 6
Responsible Agency: City of Fresno



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering ¹																				
Right-of-Way ²																				
Construction ³	2008/09	2008/09			\$1.900														\$1.900	
TOTAL COST					\$1.900														\$1.900	
FUNDING PROGRAM																				
Measure "C" Extension					\$1.900														\$1.900	
TOTAL FUNDING					\$1.900														\$1.900 M	

¹ Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

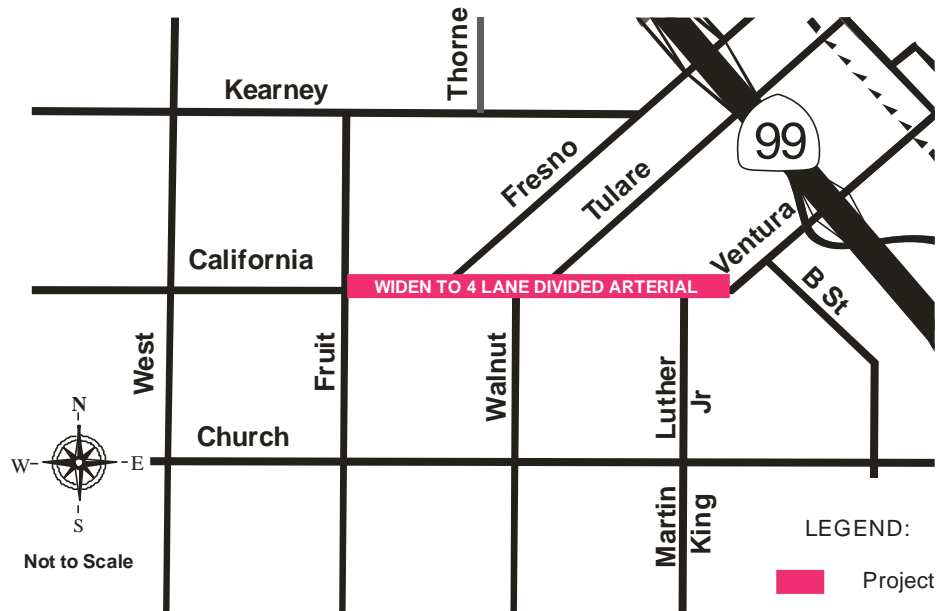
² Right-of-Way Acquisition

³ Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT H2 CALIFORNIA AVE. FRUIT AVE. to VENTURA AVE.

Planned Improvement: Widen to 4 Lane Divided Arterial
Inflated Cost: \$9.384 million
Year of Completion: 2021
Priority Number: N/A
Responsible Agency: City of Fresno



Revision Date: October 13, 2015

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22															TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	
Preliminary Engineering ^{*1}	2018/19	2018/19														\$0.574			\$0.574
Right-of-Way ^{*2}	2019/20	2019/20															\$2.701		\$2.701
Construction ^{*3}	2020/21	2020/21																\$6.109	\$6.109
TOTAL COST																\$0.574	\$2.701	\$6.109	\$9.384
FUNDING PROGRAM																			
Measure "C" Extension																\$0.574	\$2.701	\$6.109	\$9.384
TOTAL FUNDING																\$0.574	\$2.701	\$6.109	\$9.384 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT I2A PEACH AVE. AT CHURCH AVE.

Planned Improvement: Install Traffic Signal
Inflated Cost: \$0.517 million
Year of Completion: 2012 - COMPLETED
Priority Number: N/A
Responsible Agency: City of Fresno



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22															TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	
Preliminary Engineering *1	2011/12	2011/12						\$0.018											\$0.018
Right-of-Way *2	2011/12	2011/12						\$0.013											\$0.013
Construction *3	2011/12	2011/12						\$0.486											\$0.486
TOTAL COST								\$0.517											\$0.517
FUNDING PROGRAM																			
Measure "C" Extension								\$0.250											\$0.250
Other State								\$0.267											\$0.267
TOTAL FUNDING								\$0.517											\$0.517 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

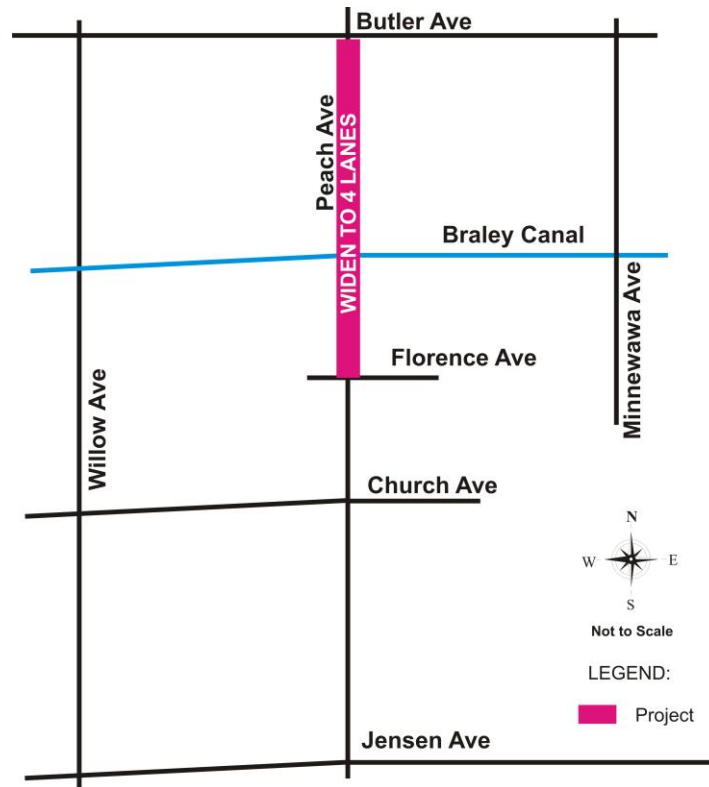
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT I2B PEACH AVE. BUTLER AVE. TO FLORENCE AVE.

Planned Improvement: Widen to 4 Lanes
Inflated Cost: \$4.969 million
Year of Completion: 2018
Priority Number: N/A
Responsible Agency: City of Fresno



Revision Date: October 13, 2015

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22															TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	
Preliminary Engineering *1	2009/10	2009/10				\$0.485													\$0.485
Right-of-Way *2	2016/17	2016/17											\$0.400						\$0.400
Construction *3	2017/18	2017/18												\$4.084					\$4.084
TOTAL COST						\$0.485							\$0.400	\$4.084					\$4.969
FUNDING PROGRAM																			
Measure "C" Extension						\$0.388							\$0.100	\$0.194					\$0.682
Local Development Fees						\$0.097							\$0.300	\$3.890					\$4.287
TOTAL FUNDING						\$0.485							\$0.400	\$4.084					\$4.969 M

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

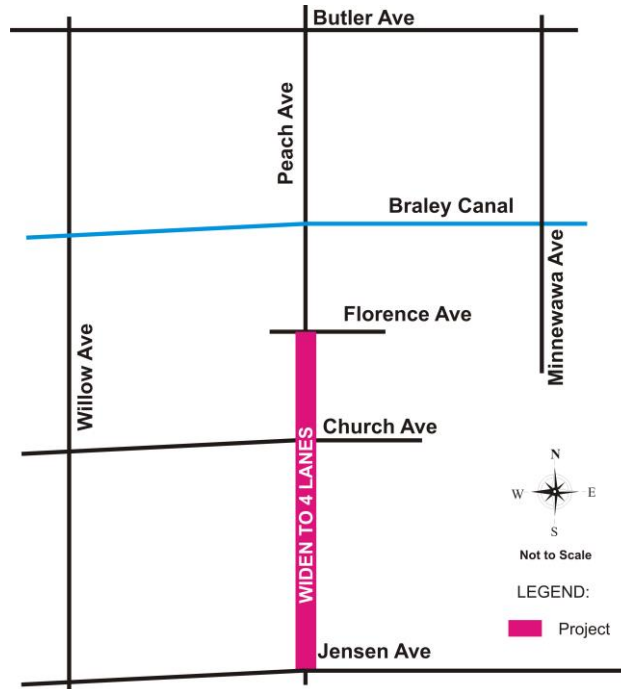
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT I2C PEACH AVE. FLORENCE AVE. TO JENSEN AVE.

Planned Improvement: Widen to 4 Lanes
Inflated Cost: \$4.484 million
Year of Completion: 2020
Priority Number: N/A
Responsible Agency: City of Fresno



Revision Date: October 13, 2015

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22															TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	
Preliminary Engineering *1	2017/18	2017/18												\$0.400					\$0.400
Right-of-Way *2																			
Construction *3	2019/20	2019/20														\$4.084			\$4.084
TOTAL COST														\$0.400		\$4.084			\$4.484
FUNDING PROGRAM																			
Measure "C" Extension																			
Local Development Fees														\$0.400		\$4.084			\$0.400
TOTAL FUNDING														\$0.400		\$4.084			\$4.484 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

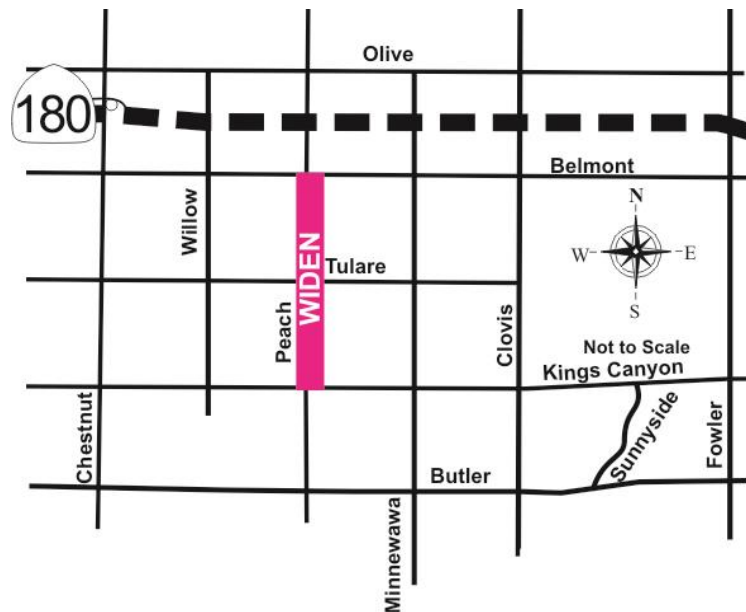
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT I3 PEACH AVE. BELMONT AVE. TO KINGS CANYON

Planned Improvement: Widen to 4 Lanes
Inflated Cost: \$12.311 million
Year of Completion: 2013 - COMPLETED
Priority Number: 1
Responsible Agency: City of Fresno



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Fee Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering ^{*1}	2008/09	2008/09			\$0.849															\$0.849
Right-of-Way ^{*2}	2008/09	2008/09			\$4.162															\$4.162
Construction ^{*3}	2012/13	2012/13								\$7.300										\$7.300
TOTAL COST					\$5.011					\$7.300										\$12.311
FUNDING PROGRAM																				
Measure "C" Extension					\$4.411					\$3.650										\$8.061
SLPP										\$3.650										\$3.650
Other State					\$0.600															\$0.600
TOTAL FUNDING					\$5.011					\$7.300										\$12.311 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

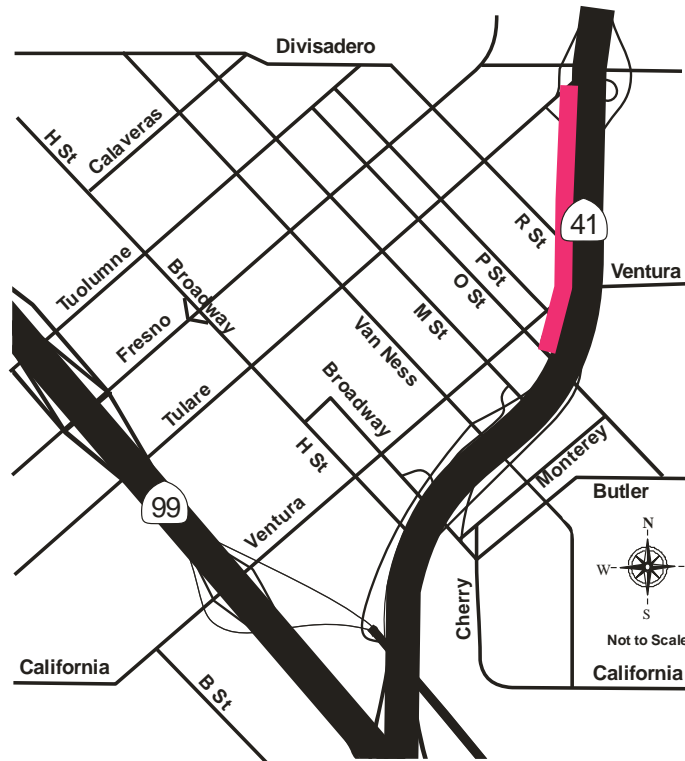
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT J SR-41. TULARE ST. TO O St.

Planned Improvement: Widen Auxiliary Lanes/Improve Ramps
Inflated Cost: \$25.996 million
Year of Completion: 2021
Priority Number: N/A
Responsible Agency: Caltrans



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering *1	2014/15	2014/15										\$3.900							\$3.900	
Right-of-Way *2	2019/20	2019/20														\$0.006			\$0.006	
Construction *3		2020/21																\$22.090	\$22.090	
TOTAL COST												\$3.900				\$0.006	\$22.090		\$25.996	
FUNDING PROGRAM																				
Measure "C" Extension												\$3.900				\$0.006			\$3.906	
STIP																	\$22.090		\$22.090	
TOTAL FUNDING												\$3.900				\$0.006	\$22.090		\$25.996 M	

^{*1} Preliminary Engineering, Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K1 HERNDON AVE. WILLOW AVE. TO CLOVIS AVE.

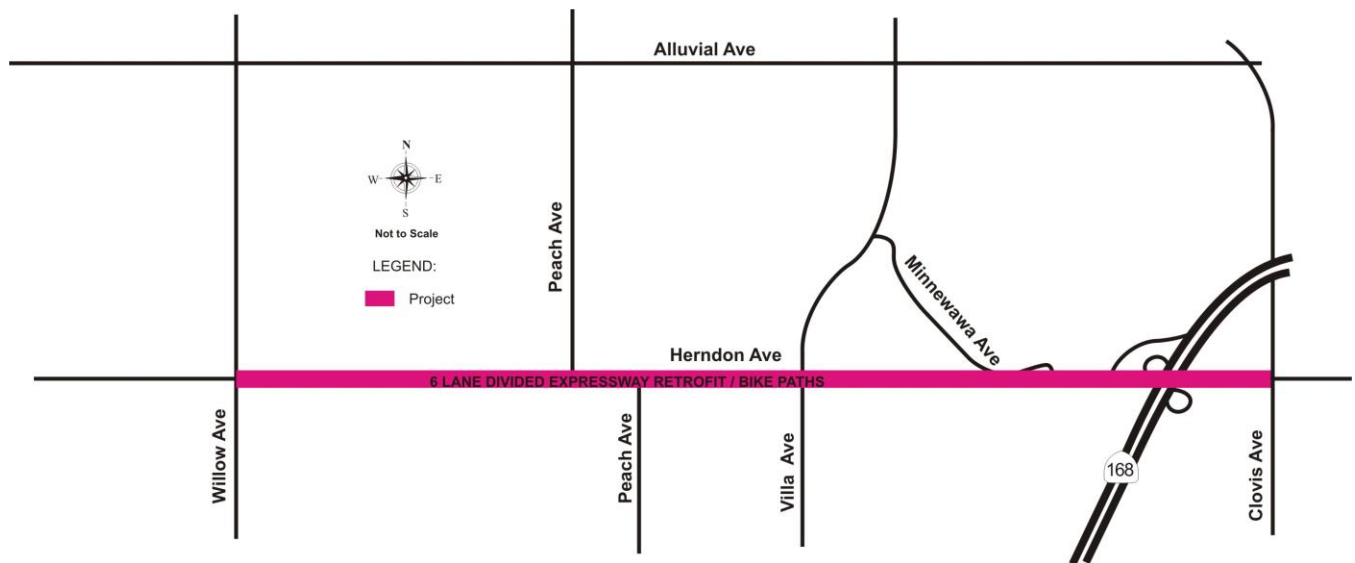
Planned Improvement: Widen to 6 Lane Divided Expressway, Traffic Signal, Sidewalks, Overlay, Landscaping, Median, Street Lights, & Curb & Gutter

Inflated Cost: \$3.939 million

Year of Completion: 2009 - COMPLETED

Priority Number: 5

Responsible Agency: City of Clovis



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering ^{*1}	Prior	2008/09	\$0.058	\$0.087	\$0.060														\$0.205	
Right-of-Way ^{*2}	Prior	2008/09	\$0.003	\$0.403	\$0.570														\$0.976	
Construction ^{*3}	2008/09	2008/09			\$2.758														\$2.758	
TOTAL COST			\$0.061	\$0.490	\$3.388														\$3.939	
FUNDING PROGRAM																				
Measure "C" Extension				\$0.056	\$0.590														\$0.646	
Other State					\$0.295														\$0.295	
Federal Aid			\$0.055	\$0.434	\$1.474														\$1.963	
Local development Fees					\$0.915														\$0.915	
Other Local			\$0.006		\$0.114														\$0.120	
TOTAL FUNDING			\$0.061	\$0.490	\$3.388														\$3.939 M	

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K2 HERNDON AVE. CLOVIS AVE. TO FOWLER AVE.

Planned Improvement: Widen, Provide Dual Left Turn Lanes, & Install Traffic Signal, Sidewalks, Median, Curb & Gutter

Inflated Cost: \$2.478 million

Year of Completion: 2013 - COMPLETED

Priority Number: 5

Responsible Agency: City of Clovis



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering ^{*1}	2009/10	2009/10				\$0.168													\$0.168	
Right-of-Way ^{*2}	2009/10	2012/13				\$0.022			\$0.275										\$0.297	
Construction ^{*3}	2012/13	2012/13							\$2.013										\$2.013	
TOTAL COST						\$0.190			\$2.288										\$2.478	
FUNDING PROGRAM																				
Measure "C" Extension						\$0.152			\$1.489										\$1.641	
SLPP									\$0.799										\$0.799	
Local Development Fees						\$0.038													\$0.038	
TOTAL FUNDING						\$0.190			\$2.288										\$2.478 M	

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K3 HERNDON AVE. TEMPERANCE AVE. TO DE WOLF AVE.

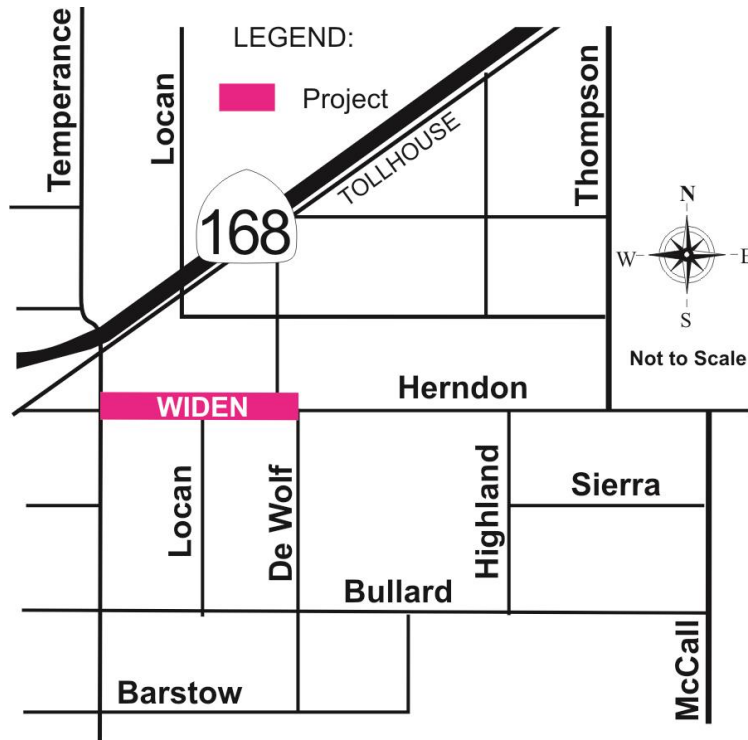
Planned Improvement: Widen, Provide Dual Left Turn Lanes, & Install Traffic Signal & Sidewalks

Inflated Cost: \$12.403 million

Year of Completion: 2018

Priority Number: 5

Responsible Agency: City of Clovis



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22															TOTAL COST & FUNDING	
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering *1	2015/16	2015/16											\$1.288							\$1.288
Right-of-Way *2	2016/17	2016/17												\$4.241						\$4.241
Construction *3	2017/18	2017/18													\$6.874					\$6.874
TOTAL COST													\$1.288	\$4.241	\$6.874					\$12.403
FUNDING PROGRAM																				
Measure "C" Extension													\$1.030	\$3.393	\$5.499					\$9.922
Local Development Fees													\$0.258	\$0.848	\$1.375					\$2.481
TOTAL FUNDING													\$1.288	\$4.241	\$6.874					\$12.403

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

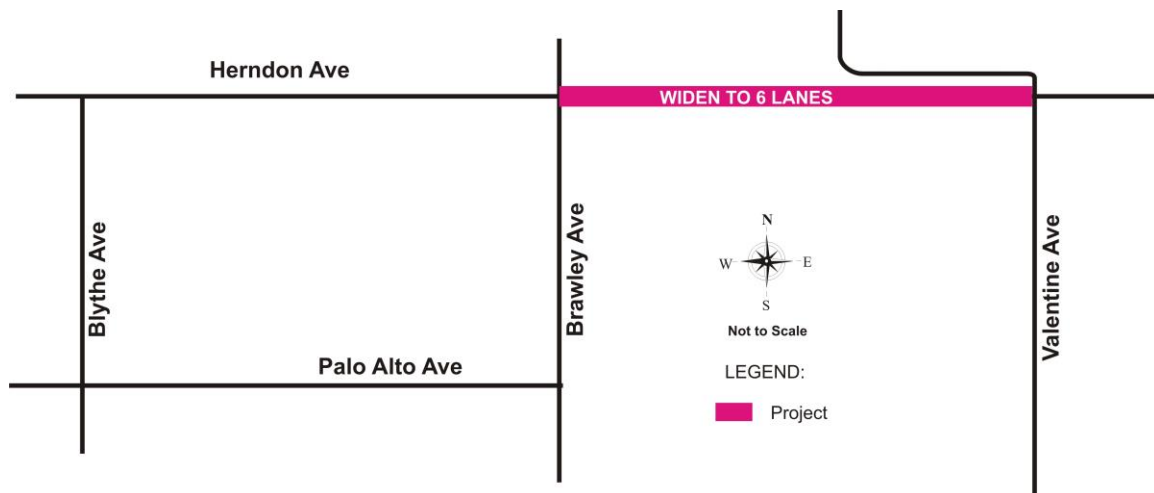
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K5A HERNDON AVE. BRAWLEY AVE. TO VALENTINE AVE.

Planned Improvement: Widen to 6 Lanes
Inflated Cost: \$2.951 million
Year of Completion: 2013 - COMPLETED
Priority Number: 5
Responsible Agency: City of Fresno



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering ^{*1}	2010/11	2011/12					\$0.130	\$0.133												\$0.263
Right-of-Way ^{*2}	2011/12	2011/12						\$0.758												\$0.758
Construction ^{*3}	2012/13	2012/13							\$1.930											\$1.930
TOTAL COST							\$0.130	\$0.891	\$1.930											\$2.951
FUNDING PROGRAM																				
Measure "C" Extension								\$0.203	\$0.963											\$1.166
Federal Aid							\$0.115	\$0.688	\$0.967											\$1.770
Local Development Fees							\$0.015													\$0.015
TOTAL FUNDING							\$0.130	\$0.891	\$1.930											\$2.951 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

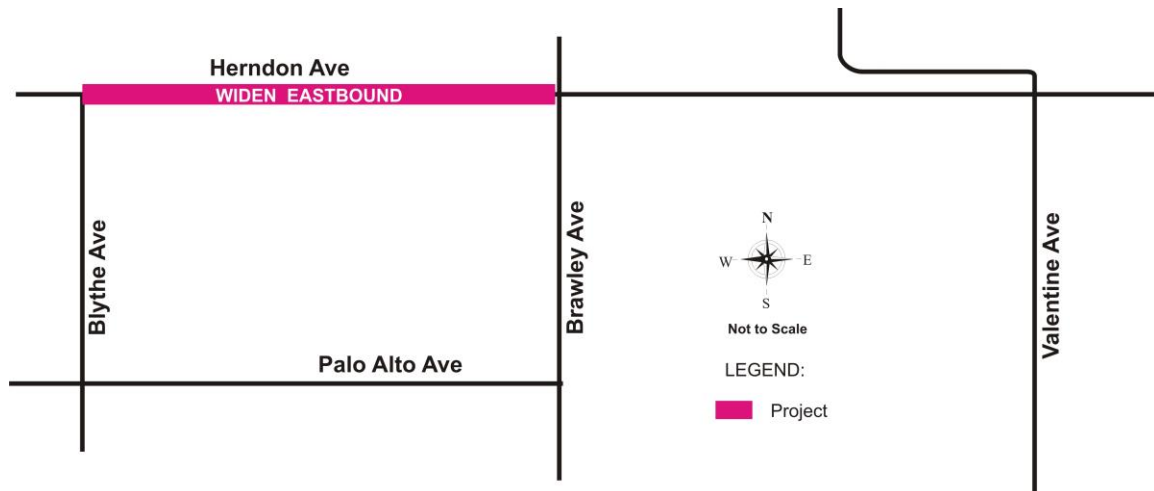
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K5B HERNDON AVE. BLYTHE AVE. TO BRAWLEY AVE.

Planned Improvement: Widen Eastbound
Inflated Cost: \$1.936 million
Year of Completion: 2013 - COMPLETED
Priority Number: 5
Responsible Agency: City of Fresno



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22															TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	
Preliminary Engineering *1	2012/13	2012/13							\$0.250										\$0.250
Right-of-Way *2	2012/13	2012/13							\$0.050										\$0.050
Construction *3	2012/13	2012/13							\$1.636										\$1.636
TOTAL COST									\$1.936										\$1.936
FUNDING PROGRAM																			
Measure "C" Extension									\$1.118										\$1.118
SLPP									\$0.818										\$0.818
TOTAL FUNDING									\$1.936										\$1.936 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

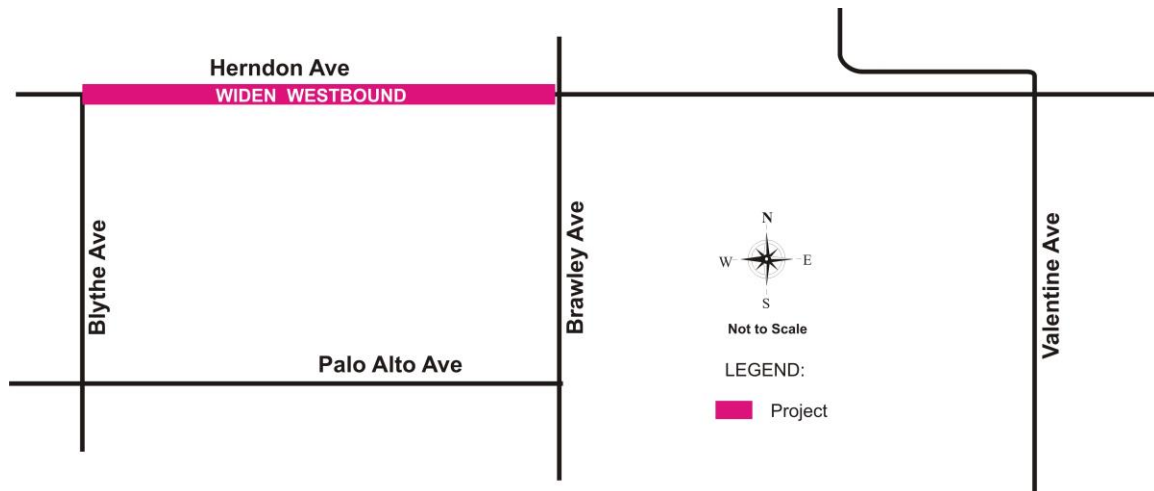
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K5C HERNDON AVE. BLYTHE AVE. TO BRAWLEY AVE.

Planned Improvement: Widen Westbound
Inflated Cost: \$0.928 million
Year of Completion: 2016
Priority Number: 5
Responsible Agency: City of Fresno



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22															TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	
Preliminary Engineering ^{*1}	2013/14	2013/14								\$0.118									\$0.118
Right-of-Way ^{*2}	2014/15	2014/15									\$0.100								\$0.100
Construction ^{*3}	2015/16	2015/16										\$0.710							\$0.710
TOTAL COST										\$0.118	\$0.100	\$0.710							\$0.928
FUNDING PROGRAM																			
Measure "C" Extension										\$0.014	\$0.012	\$0.082							\$0.108
Federal Aid										\$0.104	\$0.088	\$0.628							\$0.820
TOTAL FUNDING										\$0.118	\$0.100	\$0.710							\$0.928 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

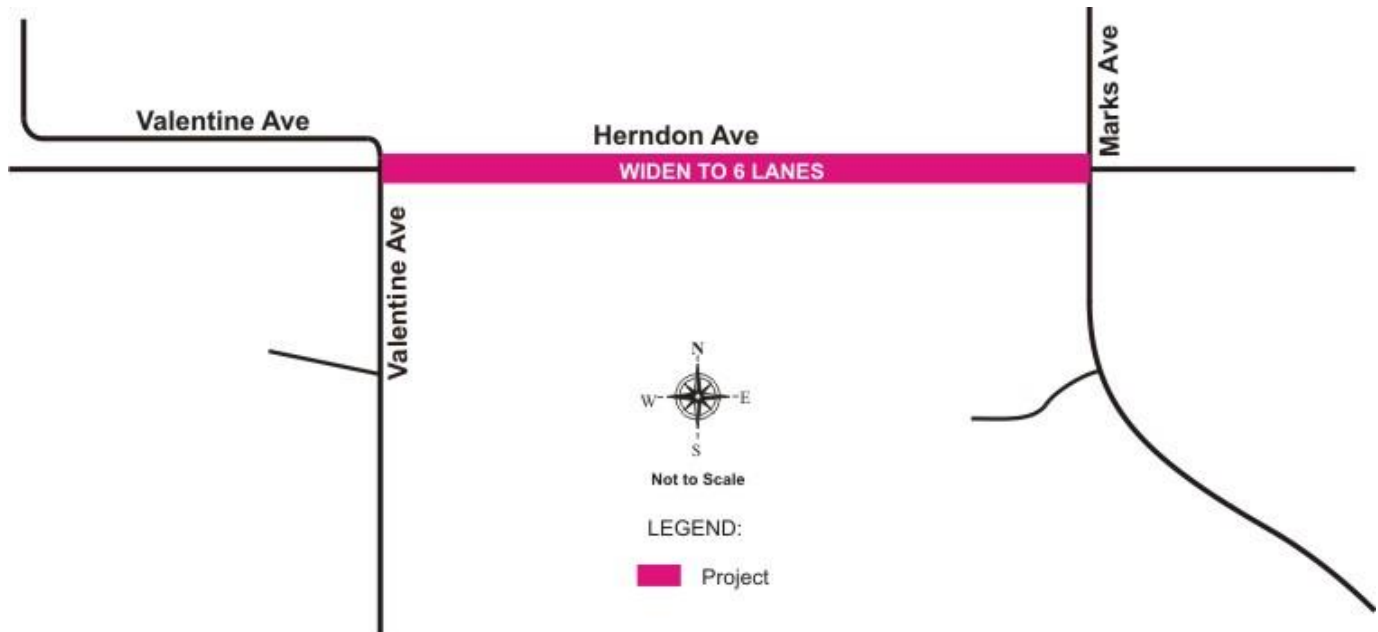
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K6 HERNDON AVE. VALENTINE AVE. TO MARKS AVE.

Planned Improvement: Widen to 6 Lanes
Inflated Cost: \$2.900 million
Year of Completion: 2010 - COMPLETED
Priority Number: 5
Responsible Agency: City of Fresno



Revision Date: October 13, 2015

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering ^{*1}	Prior	Prior	\$0.115																\$0.115	
Right-of-Way ^{*2}	Prior	2008/09	\$0.266		\$0.396														\$0.662	
Construction ^{*3}	2009/10	2009/10				\$2.123													\$2.123	
TOTAL COST			\$0.381		\$0.396	\$2.123													\$2.900	
FUNDING PROGRAM																				
Measure "C" Extension						\$0.771													\$0.807	
Federal Aid			\$0.381		\$0.396	\$1.352													\$2.129	
TOTAL FUNDING			\$0.381		\$0.396	\$2.123													\$2.900 M	

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K7 HERNDON AVE. SR 99 TO WEBER AVE.

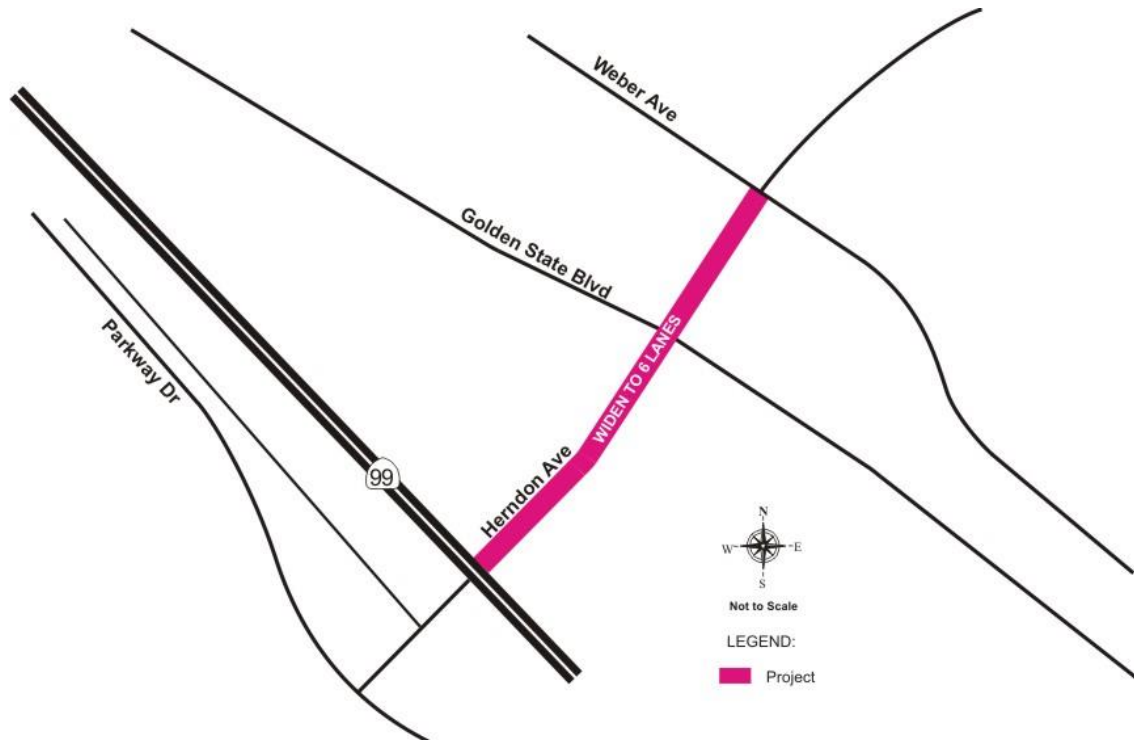
Planned Improvement: Widen to 6 Lanes & Provide Dual Left Turns at Golden State Boulevard

Inflated Cost: \$5.524 million

Year of Completion: 2009 - COMPLETED

Priority Number: 5

Responsible Agency: City of Fresno



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering ^{*1}	Prior	Prior	\$0.275																\$0.275	
Right-of-Way ^{*2}	Prior	Prior	\$0.305																\$0.305	
Construction ^{*3}	2008/09	2008/09			\$4.944														\$4.944	
TOTAL COST			\$0.580		\$4.944														\$5.524	
FUNDING PROGRAM																				
Measure "C" Extension					\$0.996														\$0.996	
Federal Aid			\$0.580		\$3.948														\$4.528	
TOTAL FUNDING			\$0.580		\$4.944														\$5.524 M	

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

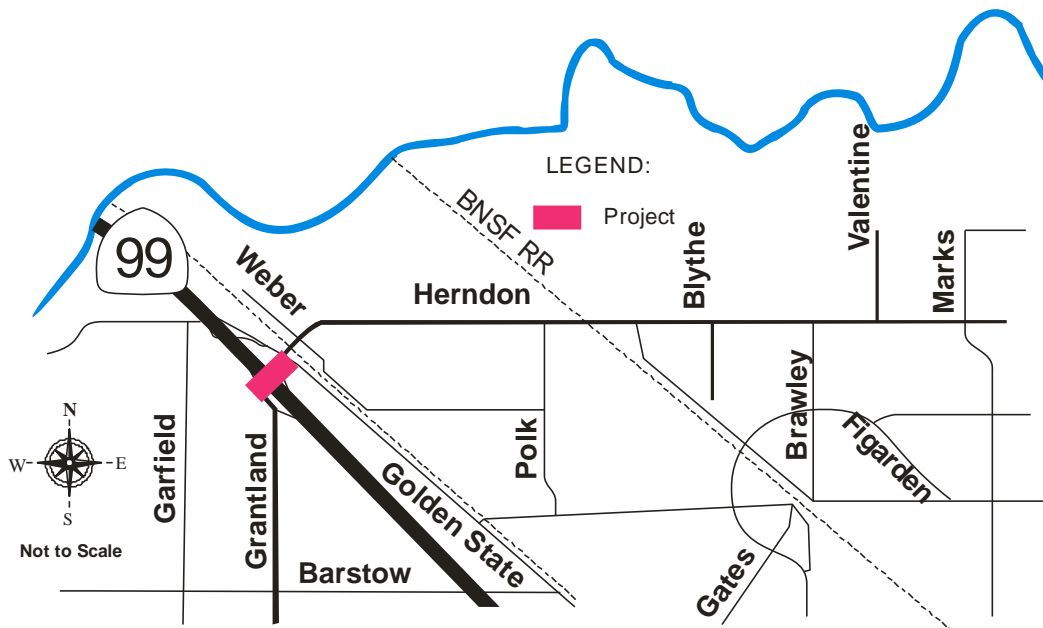
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K8 HERNDON AVE. SR 99 UNDER-CROSSING

Planned Improvement:	Widen Under-crossing to 5 Lanes
Inflated Cost:	\$26.365 million
Year of Completion:	2027
Priority Number:	N/A
Responsible Agency:	City of Fresno



Revision Date: September 26, 2014

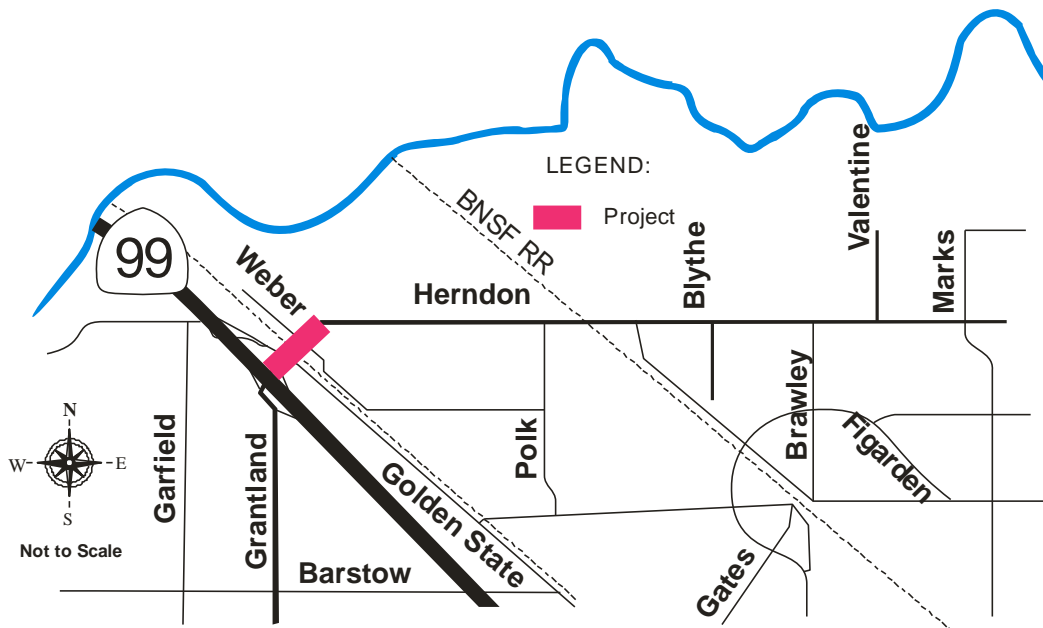
Project Schedule/Cost Estimates/Funding Program:

To be determined.

Short-Term Regional Transportation Program

URBAN PROJECT K9 HERNDON AVE. UPRR RAILROAD CROSSING

Planned Improvement:	Construct 6 Lane Underpass
Inflated Cost:	\$61.373 million
Year of Completion:	2027
Priority Number:	N/A
Responsible Agency:	City of Fresno



Revision Date: September 26, 2014

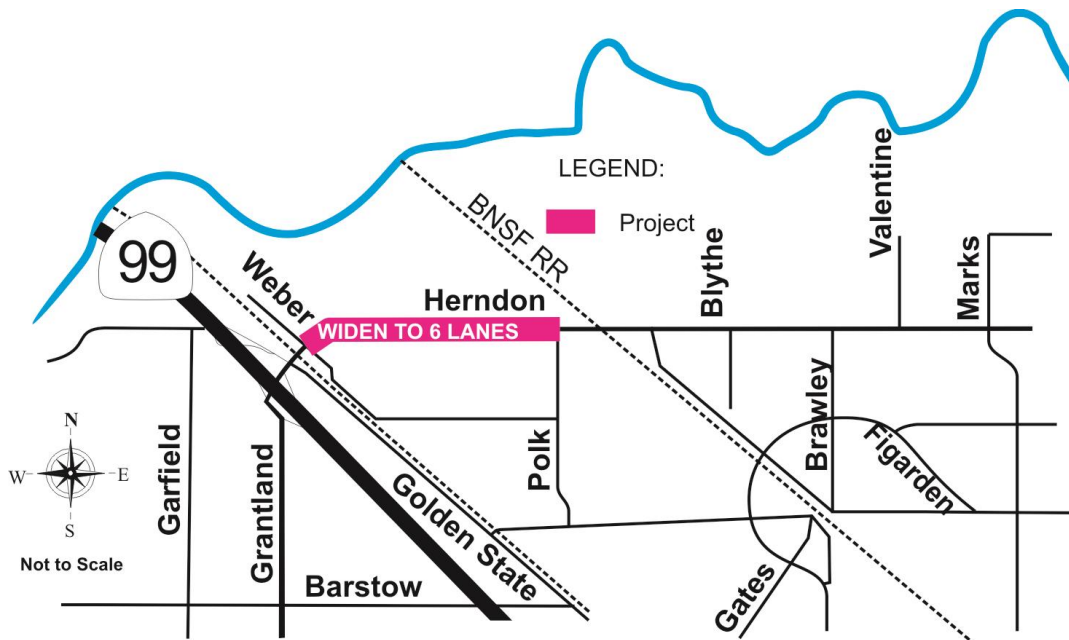
Project Schedule/Cost Estimates/Funding Program:

To be determined.

Short-Term Regional Transportation Program

URBAN PROJECT K10 HERNDON AVE. WEBER AVE TO POLK AVE

Planned Improvement: Widen to 6 Lanes
Inflated Cost: \$2.931 million
Year of Completion: 2021
Priority Number: 5
Responsible Agency: City of Fresno



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22															TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	
Preliminary Engineering *1	2019/20	2019/20														\$0.232			\$0.232
Right-of-Way *2	2020/21	2020/21															\$0.299		\$0.299
Construction *3	2020/21	2020/21															\$2.400		\$2.400
TOTAL COST																\$0.232	\$2.699		\$2.931
FUNDING PROGRAM																			
Measure "C" Extension																\$0.186	\$2.159		\$2.345
Local Development Fees																\$0.046	\$0.540		\$0.586
TOTAL FUNDING																\$0.232	\$2.699		\$2.931 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

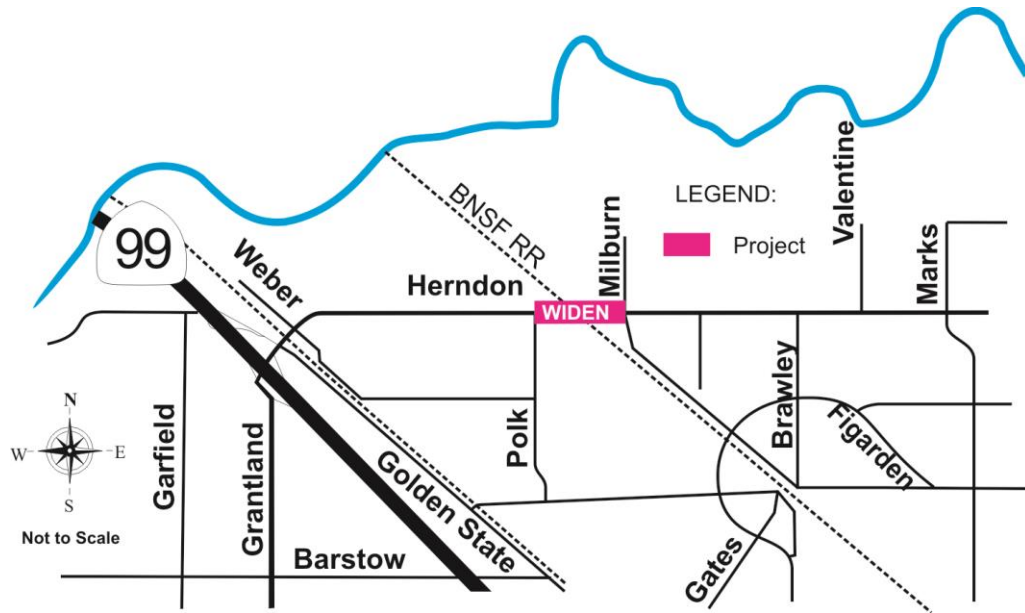
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT K11 HERNDON AVE. POLK AVE TO MILBURN AVE

Planned Improvement: Widen BNSF Overpass to 6 Lanes
Inflated Cost: \$7.890 million
Year of Completion: 2019
Priority Number: 5
Responsible Agency: City of Fresno



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering ^{*1}	2012/13	2015/16							\$0.250				\$0.608							\$0.858
Right-of-Way ^{*2}																				
Construction ^{*3}	2018/19	2018/19														\$7.032				\$7.032
TOTAL COST									\$0.250				\$0.608			\$7.032				\$7.890
FUNDING PROGRAM																				
Measure "C" Extension									\$0.250				\$0.512			\$5.626				\$6.388
Local Development Fees													\$0.096			\$1.406				\$1.502
TOTAL FUNDING									\$0.250				\$0.608			\$7.032				\$7.890 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT L1 SHAW AVE. LOCAN AVE. TO MAINE AVE.

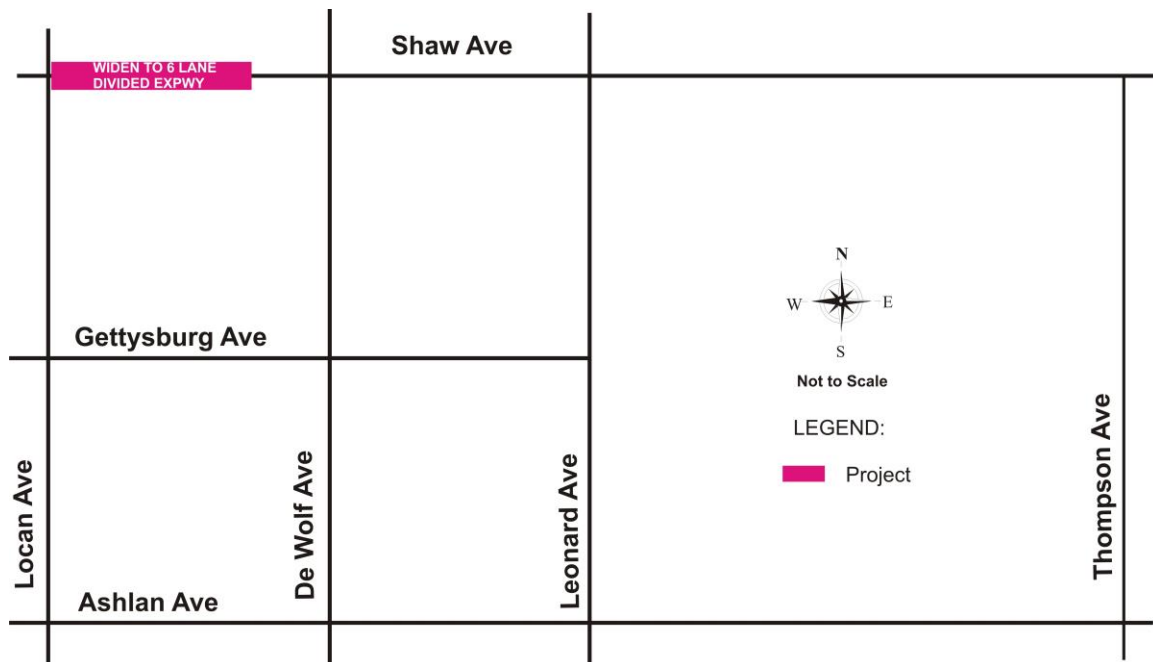
Planned Improvement: Widen to 6 Lane Divided Expressway & Install Curb & Gutter, Street Lights, Sidewalk, & Traffic Signal

Inflated Cost: \$2.360 million

Year of Completion: 2014

Priority Number: 5

Responsible Agency: City of Clovis



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering *1	2011/12	2011/12						\$0.209											\$0.209	
Right-of-Way *2	2011/12	2011/12						\$0.371											\$0.371	
Construction *3	2013/14	2013/14								\$1.780									\$1.780	
TOTAL COST								\$0.580		\$1.780									\$2.360	
FUNDING PROGRAM																				
Measure "C" Extension								\$0.464		\$1.780									\$2.244	
Local Development Fees								\$0.116											\$0.116	
TOTAL FUNDING								\$0.580		\$1.780									\$2.360 M	

*1 Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT L2 SHAW AVE. DEWOLF AVE. TO MCCALL AVE.

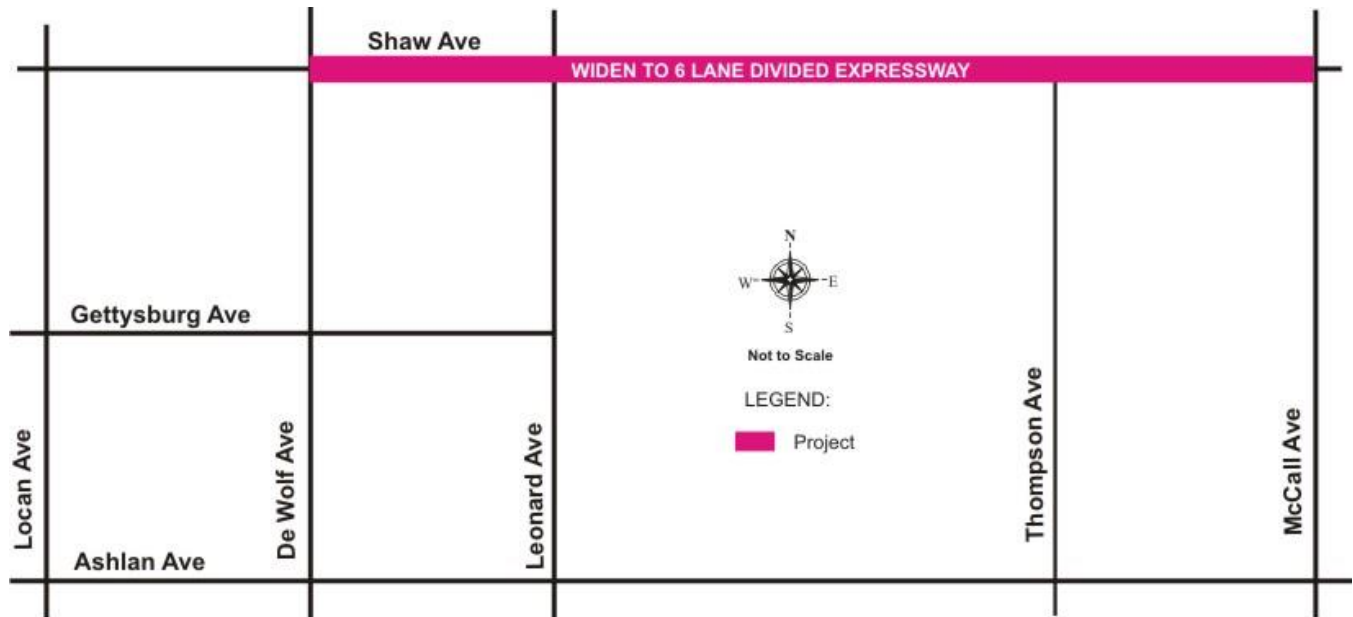
Planned Improvement: Widen to 6 Lane Divided Expressway & Install Outside Travel Lane, Curb & Gutter, Street Lights, Median, Landscaping & Undercrossing

Inflated Cost: \$10.336 million

Year of Completion: 2015

Priority Number: 5

Responsible Agency: City of Clovis



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering *1	2013/14	2013/14									\$0.866									\$0.866
Right-of-Way *2	2014/15	2014/15										\$2.045								\$2.045
Construction *3	2014/15	2014/15										\$7.425								\$7.425
TOTAL COST											\$0.866	\$9.470								\$10.336
FUNDING PROGRAM																				
Measure "C" Extension											\$0.866	\$9.470								\$10.336
TOTAL FUNDING											\$0.866	\$9.470								\$10.336 M

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

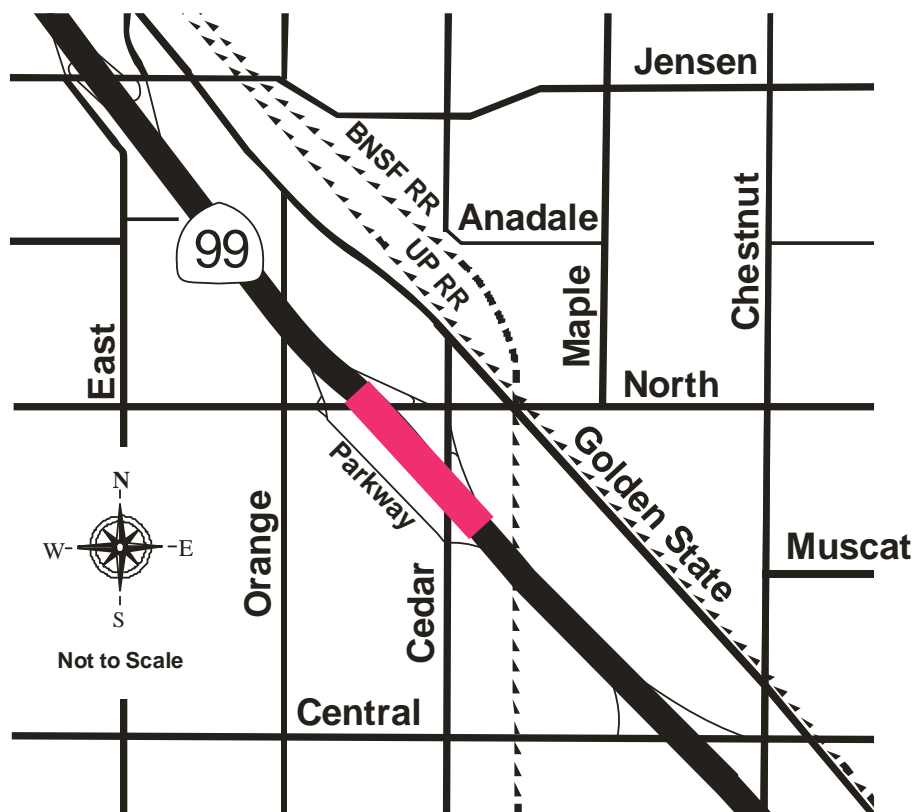
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT M NORTH AVENUE/CEDAR AVENUE. SR 99 INTERCHANGE

Planned Improvement: Improve Interchange
Inflated Cost: \$110.060 million
Year of Completion: 2025
Priority Number: N/A
Responsible Agency: Caltrans



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

To be determined.

Short-Term Regional Transportation Program

URBAN PROJECT N1 VETERANS BLVD. SR 99 INTERCHANGE & GRADE SEPARATION

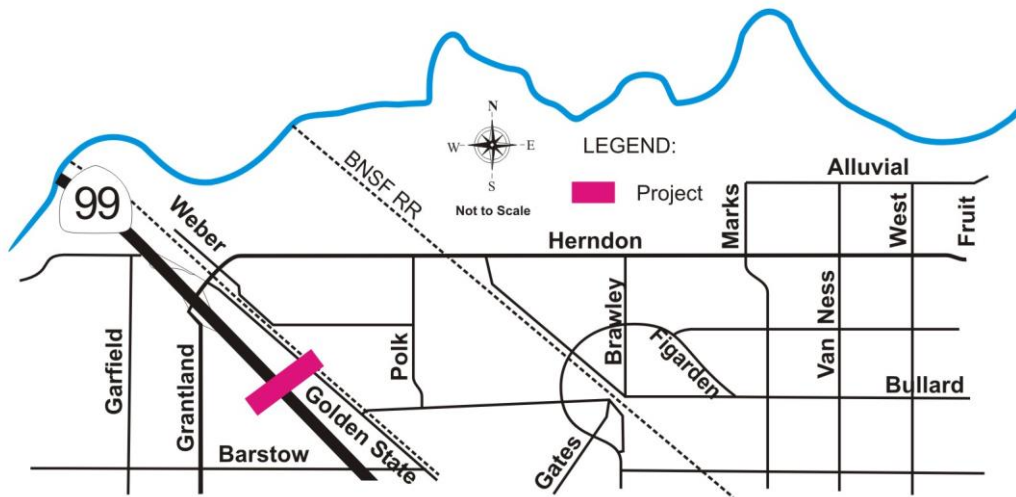
Planned Improvement: Freeway Interchange & Grade Separation at Union Pacific Rail Road & Golden State Blvd

Inflated Cost: \$105.619 million

Year of Completion: 2020

Priority Number: 9

Responsible Agency: City of Fresno



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22															TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	
Preliminary Engineering ^{*1}	2008/09	2011/12			\$1.000	\$1.000		\$8.836											\$10.836
Right-of-Way ^{*2}	2012/13	2013/14							\$15.799	\$3.421									\$19.220
Construction ^{*3}																	\$75.563		\$75.563
TOTAL COST					\$1.000	\$1.000		\$8.836	\$15.799	\$3.421							\$75.563		\$105.619
FUNDING PROGRAM																			
Measure "C" Extension					\$0.750	\$0.750			\$12.427	\$1.441						\$23.204			\$15.368
Prior Measure "C"								\$8.836	\$1.800							\$21.057			\$21.057
Other Local					\$0.250	\$0.250													\$10.636
RTMF 33% Eligible									\$1.572	\$1.980						\$31.302			\$34.854
TOTAL FUNDING					\$1.000	\$1.000		\$8.836	\$15.799	\$3.421						\$75.563			\$105.619 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

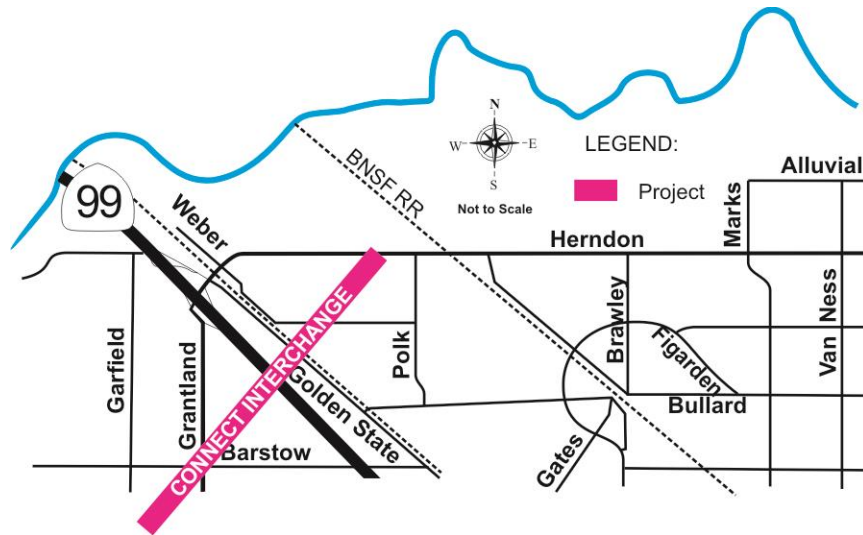
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

URBAN PROJECT N2 VETERANS BLVD. CONNECT SR 99 INTERCHANGE

Planned Improvement: Connect Interchange to Shaw & Herndon Aves.
Inflated Cost: \$38.592 million
Year of Completion: 2020
Priority Number: 9
Responsible Agency: City of Fresno



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22															TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	
Preliminary Engineering ^{*1}	2010/11	2010/11					\$0.765												\$0.765
Right-of-Way ^{*2}		2012/13	2012/13						\$3.637										\$3.637
Construction ^{*3}		2019/20	2019/20													\$34.190			\$34.190
TOTAL COST							\$0.765		\$3.637							\$34.190			\$38.592
FUNDING PROGRAM																			
Local Development Fees							\$0.765		\$3.637							\$34.190			\$38.592
TOTAL FUNDING							\$0.765		\$3.637							\$34.190			\$38.592 M

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

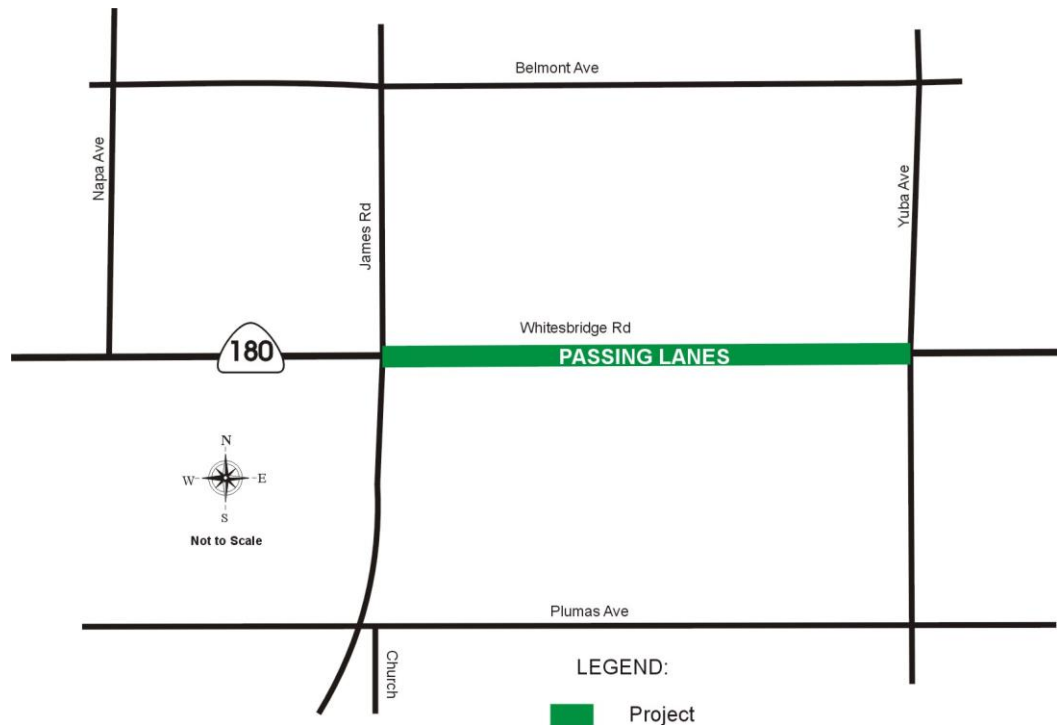
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT A SR 180 WEST YUBA AVE. TO JAMES RD.

Planned Improvement: Construct Passing Lanes
Inflated Cost: \$12.077 million
Year of Completion: 2015
Regional Priority: 8
Responsible Agency: Caltrans



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering ^{*1}	2011/12	2012/13						\$1.913	\$0.400										\$2.313	
Right-of-Way ^{*2}	2013/14	2013/14								\$2.295									\$2.295	
Construction ^{*3}	2014/15	2014/15										\$7.469							\$7.469	
TOTAL COST								\$1.913	\$0.400	\$2.295	\$7.469								\$12.077	
FUNDING PROGRAM																				
Measure "C" Extension								\$1.913	\$0.400	\$2.295	\$7.469								\$12.077	
TOTAL FUNDING								\$1.913	\$0.400	\$2.295	\$7.469								\$12.077 M	

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

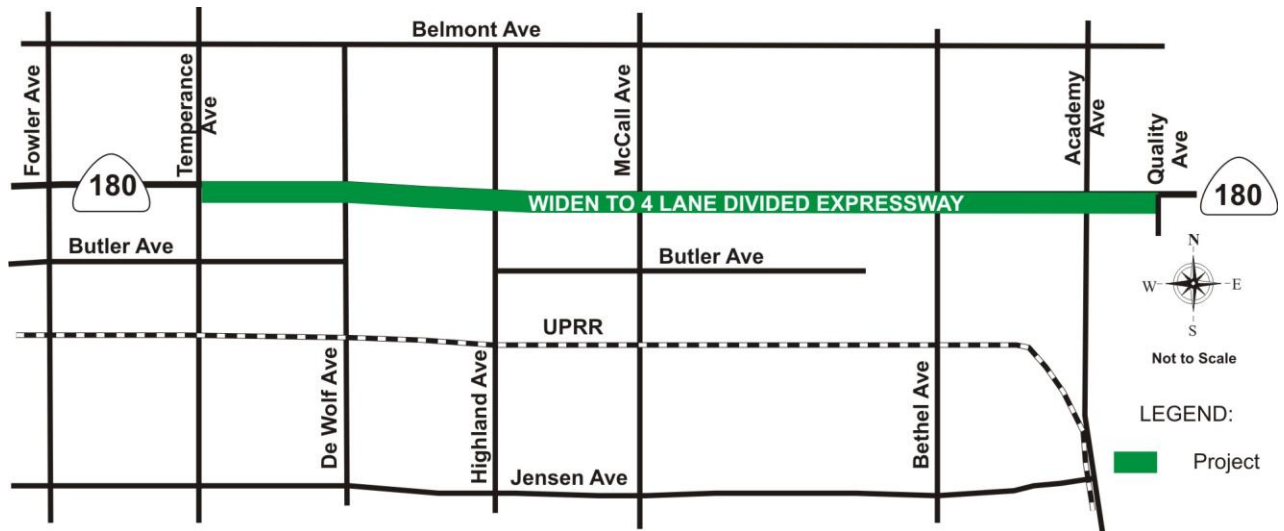
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT B SR 180 EAST TEMPERANCE AVE. TO QUALITY AVE.

Planned Improvement: Widen to 4 Lane Divided Expressway
Inflated Cost: \$68.443 million
Year of Completion: 2008 - COMPLETED
Regional Priority: N/A - this is a carryover project from the original Measure "C"
Expenditure Plan
Responsible Agency: Caltrans



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																	TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22			
Preliminary Engineering *1	Prior	2007/08	\$10.441	\$1.400																\$11.841	
Right-of-Way *2	Prior	2007/08	\$22.059	\$1.800																\$23.859	
Construction *3	Prior	2007/08		\$32.743																\$32.743	
TOTAL COST			\$32.500	\$35.943																\$68.443	
FUNDING PROGRAM																					
Prior Measure "C"			\$7.430	\$13.131																\$20.561	
STIP			\$25.070	\$3.200																\$28.270	
Fed Aid				\$19.612																\$19.612	
TOTAL FUNDING			\$32.500	\$35.943																68.443 M	

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

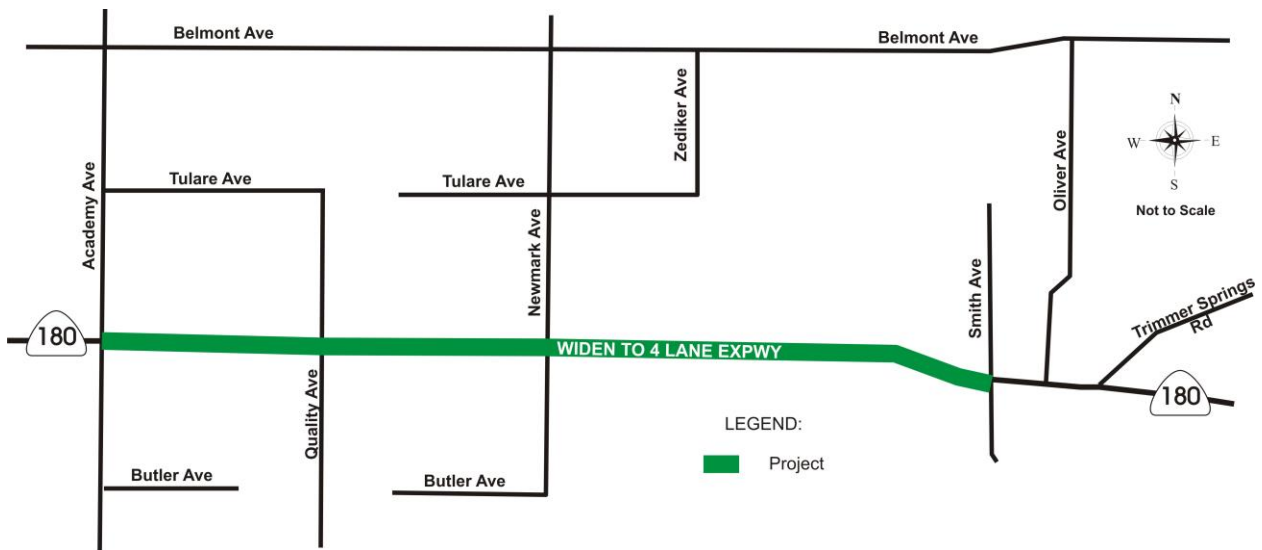
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT C SR 180 EAST ACADEMY AVE. TO SMITH AVE.

Planned Improvement: Widen to 4 Lane Expressway on 4 Lane Right-of-Way
Inflated Cost: \$37.647 million
Year of Completion: 2013 - COMPLETED
Priority Number: 6
Responsible Agency: Caltrans



Revision Date: October 13, 2015

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering *1	Prior	2011/12	\$1.347			\$3.500		\$0.800											\$5.647	
Right-of-Way *2	Prior	2009/10	\$4.959			\$6.241													\$11.200	
Construction *3	2012/13	2012/13							\$20.800										\$20.800	
TOTAL COST			\$6.306			\$9.741		\$0.800	\$20.800										\$37.647	
FUNDING PROGRAM																				
Measure "C" Extension						\$0.610													\$0.610	
STIP			\$6.306																\$6.306	
SLPP								\$10.400											\$10.400	
RTMF 57% Eligible						\$9.131		\$0.800	\$10.400										\$20.331	
TOTAL FUNDING			\$6.306			\$9.741		\$0.800	\$20.800										\$37.647 M	

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT D SR 180 EAST TRIMMER SPRINGS RD. to FRANKWOOD AVE.

Planned Improvement: Widen to 4 Lane Expressway on 4 Lane Right-of-Way
Inflated Cost: \$97.148 million
Year of Completion: 2016
Priority Number: N/A
Responsible Agency: Caltrans



Revision Date: October 13, 2015

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22															TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	
Preliminary Engineering ¹	Prior	2011/12	\$1,578			\$3,691		\$3,248											\$8,517
Right-of-Way ²	Prior	2012/13	\$3,979					\$1,252	\$29,500										\$34,731
Construction ³	2015/16	2015/16										\$53,900							\$53,900
TOTAL COST			\$5,557			\$3,691		\$4,500	\$29,500			\$53,900							\$97,148
FUNDING PROGRAM																			
Measure "C" Extension								\$0.102											\$0.102
Prior Measure "C"												\$1,700							\$1,700
STIP			\$5,557			\$0.102		\$4,398				\$47,700							\$57,757
RTMF 57% Eligible						\$3,589			\$29,500			\$4,500							\$37,589
TOTAL FUNDING			\$5,557			\$3,691		\$4,500	\$29,500			\$53,900							\$97,148 M

¹ Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

² Right-of-Way Acquisition

³ Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT E FRIANT ROAD COPPER AVE. TO MILLERTON RD.

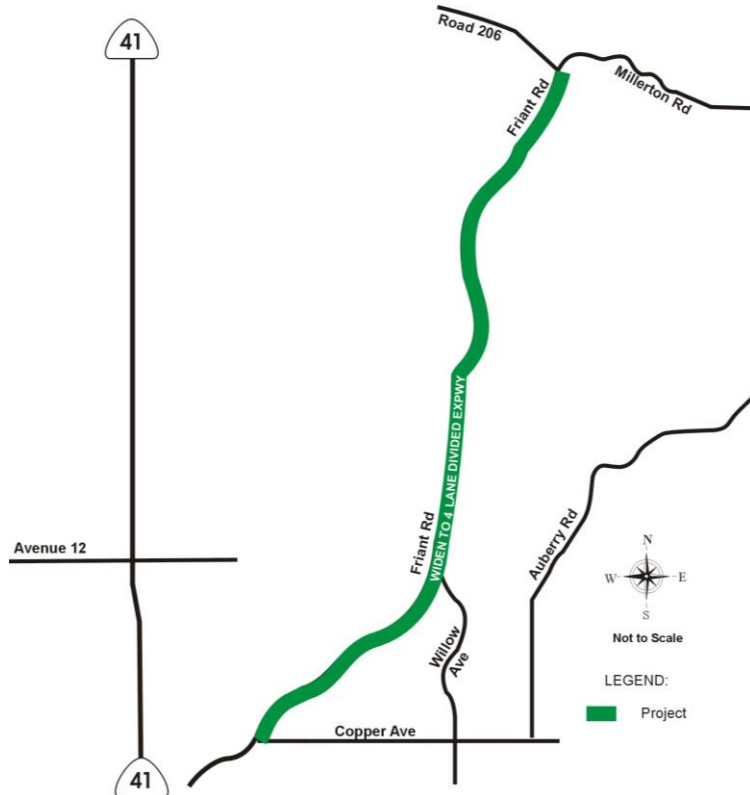
Planned Improvement: Widen to 4 Lane Divided Expressway (Phase 3 of a Three Phase Project)

Inflated Cost: \$4.120 million

Year of Completion: 2009 - COMPLETED

Priority Number: 1

Responsible Agency: County of Fresno



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering ^{*1}																				
Right-of-Way ^{*2}																				
Construction ^{*3}	2008/09	2008/09			\$4.120														\$4.120	
TOTAL COST					\$4.120														\$4.120	
FUNDING PROGRAM																				
Measure "C" Extension					\$4.120														\$4.120	
TOTAL FUNDING					\$4.120														\$4.120 M	

^{*1} Preliminary Engineering: Preliminary Design/Engineering (PS/E), Environmental

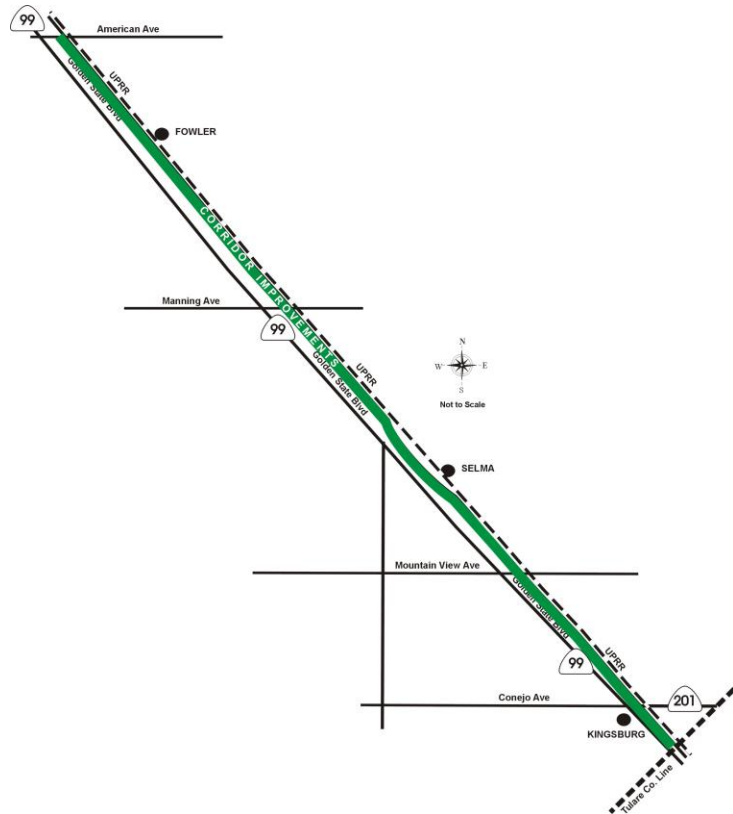
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT F GOLDEN STATE BOULEVARD AMERICAN AVE. TO TULARE COUNTY LINE

Planned Improvement: Provide Various Corridor
Inflated Cost: \$48.195 million
Year of Completion: 2020
Priority Number: 3
Responsible Agency: County of Fresno/Fresno COG



Revision Date: October 13, 2015

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering ^{*1}	2008/09	2013/14			\$0.515	\$0.065				\$6.226									\$6.806	
Right-of-Way ^{*2}																				
Construction ^{*3}	2018/19	2019/20													\$29.716	\$11.673			\$41.389	
TOTAL COST					\$0.515	\$0.065				\$6.226					\$29.716	\$11.673			\$48.195	
FUNDING PROGRAM																				
Measure "C" Extension					\$0.515	\$0.065				\$6.226					\$29.716	\$11.673			\$48.195	
TOTAL FUNDING					\$0.515	\$0.065				\$6.226					\$29.716	\$11.673			\$48.195 M	

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

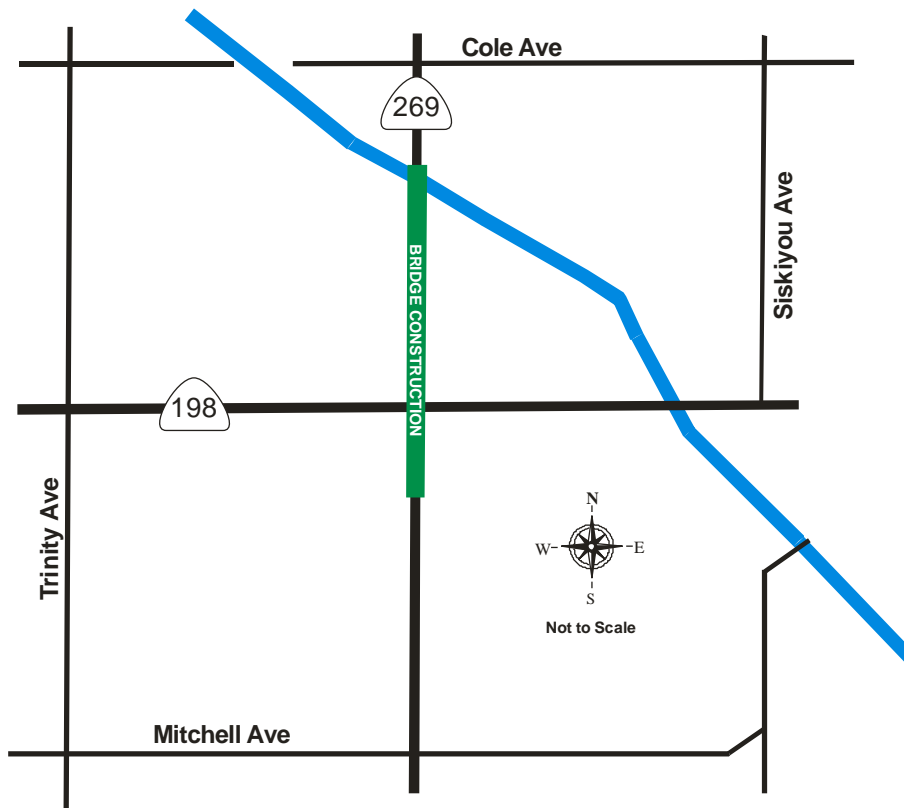
² Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT G SR-269 BRIDGE AT SR-109

Planned Improvement: Construct Bridge
Inflated Cost: \$30.250 million
Year of Completion: 2017
Priority Number: N/A
Responsible Agency: Caltrans



Revision Date: October 13, 2015

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering *1	2010/11	2016/17					\$1.700		\$3.000										\$4.700	
Right-of-Way *2	2016/17	2016/17									\$1.520								\$1.520	
Construction *3	2016/17	2016/17											\$24.030						\$24.030	
TOTAL COST							\$1.700		\$3.000		\$1.520		\$24.030						\$30.250	
FUNDING PROGRAM																				
Measure "C" Extension													\$2.200						\$2.200	
Prior Measure											\$1.520		\$11.280						\$12.800	
Other State							\$1.700		\$3.000				\$10.550						\$15.250	
TOTAL FUNDING							\$1.700		\$3.000		\$1.520		\$24.030						\$30.250 M	

^{*1} Preliminary Engineering; Preliminary Design/Engineering (PS/E); Environmental

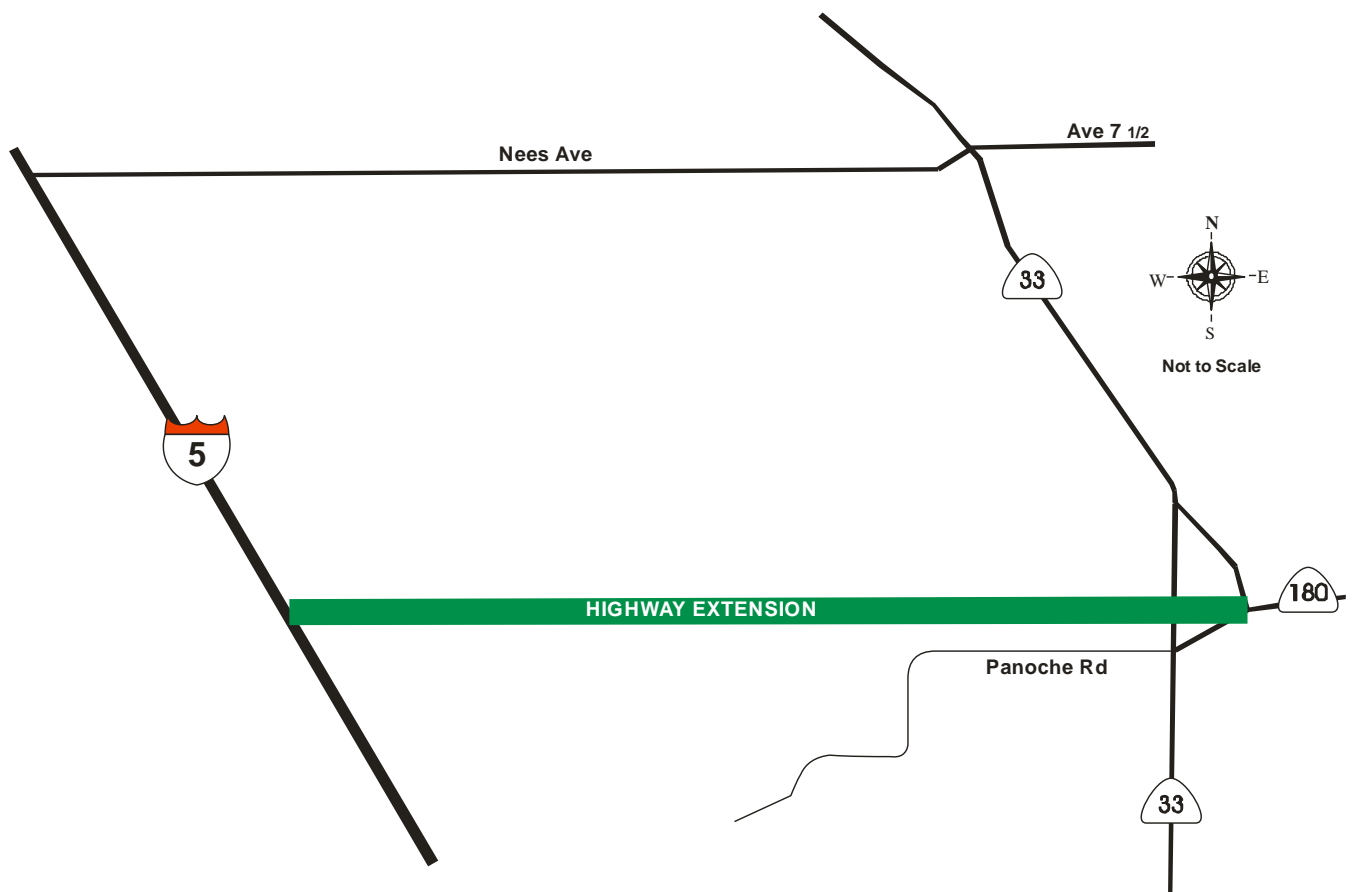
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT H SR-180 West SR 33 to I-5

Planned Improvement:	Extend SR-180 to I-5
Inflated Cost:	\$305.110 million
Year of Completion:	2027
Priority Number:	N/A
Responsible Agency:	Caltrans



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

To be determined.

Short-Term Regional Transportation Program

RURAL PROJECT I MOUNTAIN VIEW AVE. BETHEL AVE. TO TULARE COUNTY LINE

Planned Improvement: Widen to 4 Lane Divided Arterial
Inflated Cost: \$24.848 million
Year of Completion: 2016
Priority Number: 2
Responsible Agency: County of Fresno



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering ^{*1}	2008/09	2008/09			\$2,041														\$2,041	
Right-of-Way ^{*2}	2009/10	2009/10				\$3,660													\$3,660	
Construction ^{*3}	2012/13	2015/16								\$1,453	\$3,491		\$14,203						\$19,147	
TOTAL COST					\$2,041	\$3,660				\$1,453	\$3,491		\$14,203						\$24,848	
FUNDING PROGRAM																				
Measure "C" Extension					\$2,041	\$3,660				\$1,453	\$3,491		\$14,203						\$24,848	
TOTAL FUNDING					\$2,041	\$2,334				\$1,453	\$3,491		\$14,203						\$24,848 M	

^{*1} Preliminary Engineering: Preliminary Design/Engineering (P/S/E), Environmental

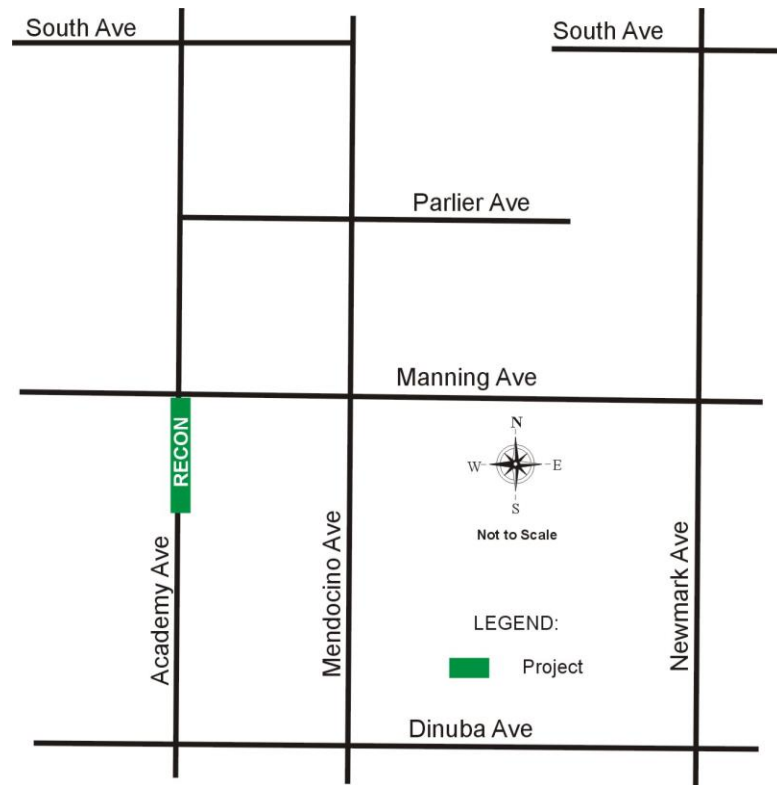
^{*2} Right-of-Way Acquisition

^{*3} Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT J ACADEMY AVE. MANNING AVE. TO INDUSTRIAL PARK

Planned Improvement: Reconstruction
Inflated Cost: \$3.536 million
Year of Completion: 2010 - COMPLETED
Priority Number: 5
Responsible Agency: City of Parlier



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

PROJECT PHASE	START YEAR	END YEAR	PRIOR COST & FUNDING	SHORT-TERM PROGRAM FY 2007/08 - 2021/22																TOTAL COST & FUNDING
				2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Preliminary Engineering *1	2008/09	2008/09			\$0.219														\$0.219	
Right-of-Way *2	2008/09	2008/09			\$0.371														\$0.371	
Construction *3	2009/10	2009/10				\$2.946													\$2.946	
TOTAL COST					\$0.590	\$2.946													\$3.536	
FUNDING PROGRAM																				
Measure "C" Extension					\$0.590	\$2.946													\$3.536	
TOTAL FUNDING					\$0.590	\$2.946													\$3.536 M	

*1 Preliminary Engineering: Preliminary Design/Engineering (PSE), Environmental

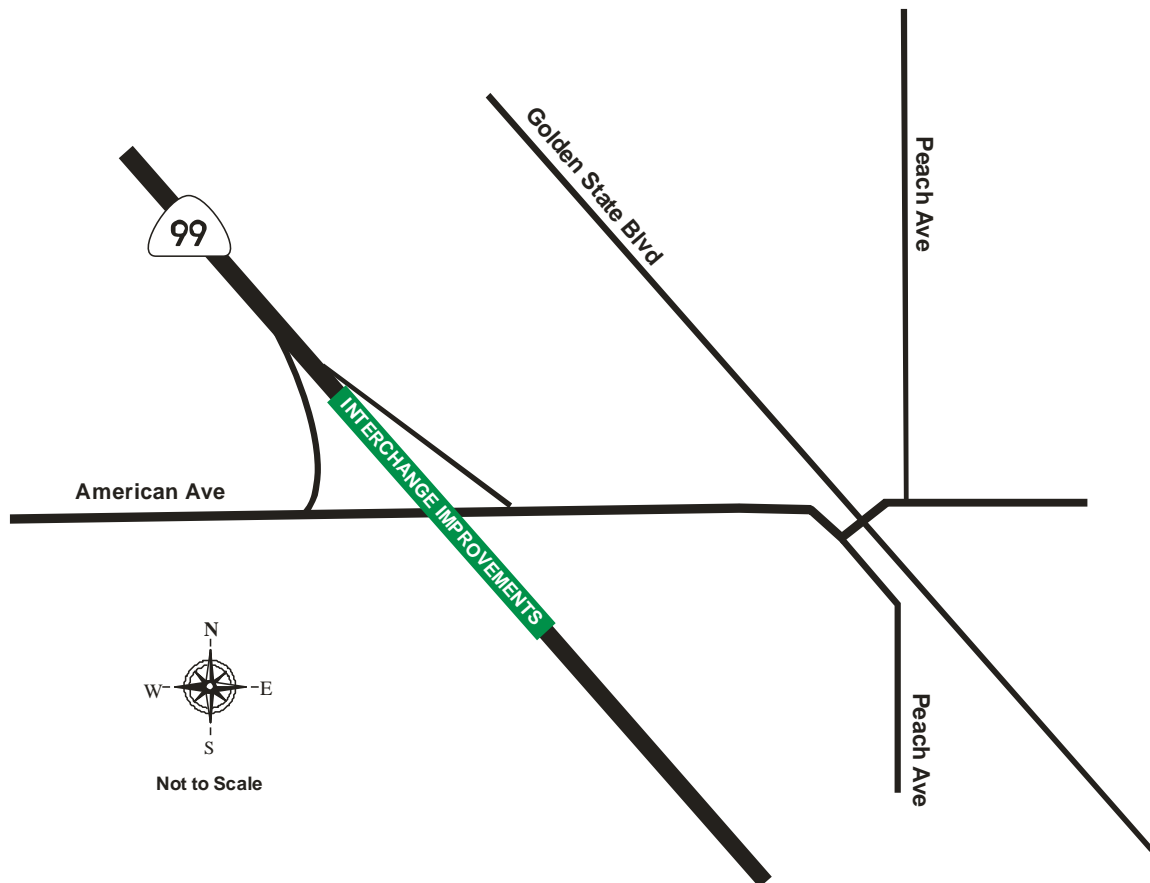
*2 Right-of-Way Acquisition

*3 Project Construction & Construction Management

Short-Term Regional Transportation Program

RURAL PROJECT K AMERICAN AVENUE Interchange at SR-99

Planned Improvement:	Interchange Improvements
Inflated Cost:	\$56.853 million
Year of Completion:	2027
Priority Number:	N/A
Responsible Agency:	Caltrans



Revision Date: October 13, 2015

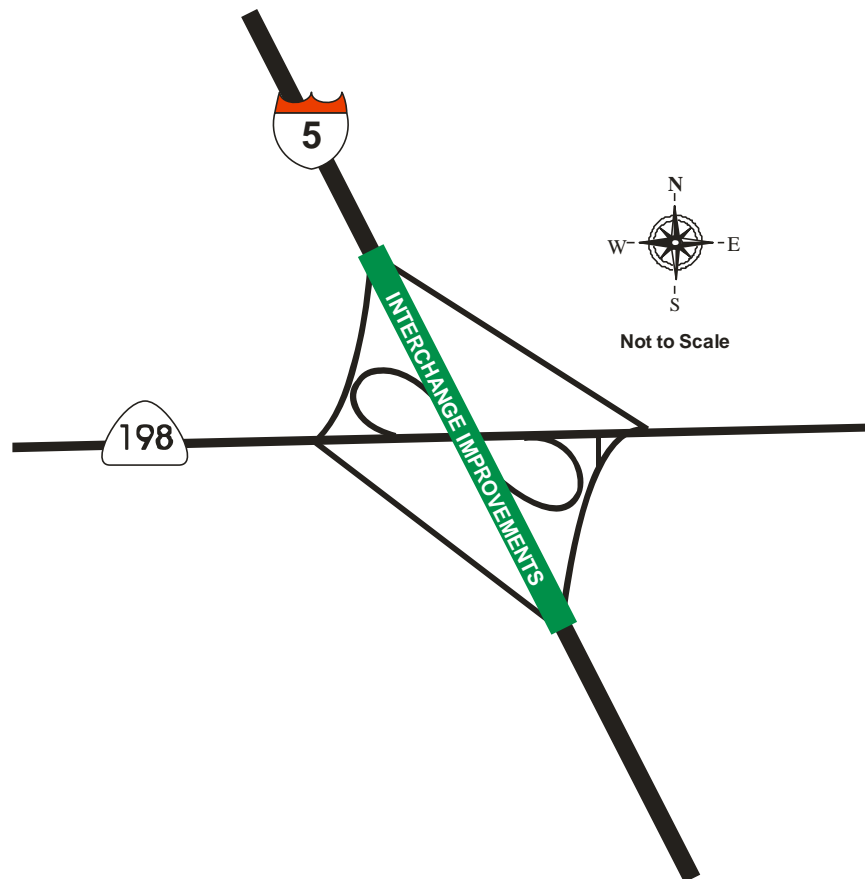
Project Schedule/Cost Estimates/Funding Program:

To be determined.

Short-Term Regional Transportation Program

RURAL PROJECT L I-5/SR-198 I-5/SR-198 Interchange

Planned Improvement:	Interchange Improvements
Inflated Cost:	\$18.236 million
Year of Completion:	2027
Priority Number:	N/A
Responsible Agency:	Caltrans



Revision Date: September 26, 2014

Project Schedule/Cost Estimates/Funding Program:

To be determined.

APPENDIX F

REGIONAL TRANSPORTATION PROGRAM PROJECT CERTIFICATION AND MULTI FUNDING INVOICE MEASURE "C" REVENUES

To: Fresno County Transportation Authority

From: _____

Address: _____

Telephone: _____

Email Address: _____

Fax: _____

1. Applicable Regional Transportation Program: (Check One) Yes _____ No _____
If Yes: Indicate Type of Regional Transportation Program
Urban Subprogram _____ Rural Subprogram _____

2. Applicable Funding Sub-Program for this Invoice: (Check One)
Regional Transportation Program
Original Funds _____ Extension Funds _____

3. Other Program for this Invoice: RTMF Funding _____

4. Project Identifier, Name & Limits: (Example: Rural Project A, Academy Ave. between Manning & Industrial Park)

5. _____ is an eligible agency of funds for Short-Term Regional Transportation Program purposes and the RTMF Program pursuant to California Public Utilities Code Section 142257.

6. The Fresno County Transportation Authority has entered into an agreement with the agency listed above allocating _____ in Measure "C" Regional Transportation Program funds or RTMF Program funds to the project identified above and available to the responsible agency. This project could be funded with Original Measure; Extension Measure ; or Regional Transportation Mitigation Impact Fee funds or a mixture of any or all of these funds. This invoice will stipulate the type of funding reimbursement requested. On behalf of the responsible agency, I hereby request release of such funds as indicated below to the City of Fresno in accordance with:

- (a) The amount shown in this invoice (below) **NOTE: Attach appropriate source documentation to substantiate costs**
(b) Compliance with Steps 5 and 6 of the Short-Term Regional Transportation Program Handbook

Requested Funding Amount:

(This invoice only): _____

Invoice No: _____

Invoice Date: _____

Project Phase:	Total Project Funding (Approved Allocation):	Requested Project Funding Using This Invoice:	Previous Project Funding Paid by FCTA for Previous Invoices:	Remaining Project Funding (Balance):
PE ^{*1}				
ROW ^{*2}				
Construction ^{*3}				
Total:	\$ -	\$ -	\$ -	\$ -

*1 Preliminary Engineering: Preliminary Design/Engineering (PS&E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction and Construction Management

7. On behalf of responsible agency, I hereby certify as follows:

- (a) That the Subprogram funds checked above are not being used to substitute for property tax funds which the responsible agency had previously used for regional or other transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257
- (b) That the responsible agency has segregated property tax revenues from its other general fund revenues used to support the Subprogram of funds checked above so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to the responsible agency's entire general fund
- (c) That the responsible agency shall account for the Subprogram of funds checked above and received pursuant to Public Utilities Code Section 142257. The responsible agency shall maintain current records in accordance with generally accepted accounting principles, and shall separately record expenditures for each type of eligible purpose. The responsible agency shall make such records available to the Authority for inspection or audit at any time

8. The responsible agency understands that should financial or compliance audit exceptions be found, the Fresno County Transportation Authority will take immediate steps to resolve the exceptions in accordance with its adopted procedures.

Agency Authorized Signature: _____

Title: _____

Date: _____

APPENDIX F

REGIONAL TRANSPORTATION PROGRAM

PROJECT CERTIFICATION AND INVOICE

MEASURE "C" REVENUES

To: Fresno County Transportation Authority

From: _____

Address: _____

Telephone: _____

Fax: _____

Email Address: _____

1. Applicable Regional Transportation Program: (Check One)

Regional Transportation Program

Urban Subprogram _____

Rural Subprogram _____

2. Applicable Funding Sub-Program for this Invoice: (Check One)

Regional Transportation Program

Original Funds _____

Extension Funds _____

RTMF Funding _____

3. Project Identifier, Name & Limits: (Example: Rural Project A, Academy Ave. between Manning & Industrial Park)

4. _____ is an eligible agency of funds for Short-Term Regional Transportation Program purposes pursuant to California Public Utilities Code Section 142257.

5. The Fresno County Transportation Authority has entered into an agreement with the agency listed above allocating _____ in Measure "C" Regional Transportation Program funds to the project identified above and available to the responsible agency. This project could be funded with Original Measure; Extension Measure ; or Regional Transportation Mitigation Impact Fee funds or a mixture of any or all of these funds. This invoice will stipulate the type of funding reimbursement requested. On behalf of the responsible agency, I hereby request release of such funds as indicated below to the City of Fresno in accordance with:

- (a) The amount shown in this invoice (below) **NOTE: Attach appropriate source documentation to substantiate costs**
- (b) Compliance with Steps 5 and 6 of the Short-Term Regional Transportation Program Handbook

Requested Measure C Funding Amount:

(This invoice only): _____

Funding Program:

(This invoice only): _____

Project Phase:	Enter Amount				Original, Extension, RTMF funding
	Total Measure C Project Funding (Approved Allocation):	Requested Measure C Project Funding Using This Invoice:	Previous Measure C Project Funding Paid by FCTA for Previous Invoices:	Remaining Measure C Project Funding (Balance):	
PE ^{*1}					
ROW ^{*2}					
Construction ^{*3}					
Total:	\$ -	\$ -	\$ -	\$ -	\$ -

*1 Preliminary Engineering: Preliminary Design/Engineering (PS&E), Environmental

*2 Right-of-Way Acquisition

*3 Project Construction and Construction Management

6. On behalf of responsible agency, I hereby certify as follows:

- (a) That the Subprogram funds checked above are not being used to substitute for property tax funds which the responsible agency had previously used for regional or other transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257
- (b) That the responsible agency has segregated property tax revenues from its other general fund revenues used to support the Subprogram of funds checked above so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to the responsible agency's entire general fund
- (c) That the responsible agency shall account for the Subprogram of funds checked above and received pursuant to Public Utilities Code Section 142257. The responsible agency shall maintain current records in accordance with generally accepted accounting principles, and shall separately record expenditures for each type of eligible purpose. The responsible agency shall make such records available to the Authority for inspection or audit at any time

7. The responsible agency understands that should financial or compliance audit exceptions be found, the Fresno County Transportation Authority will take immediate steps to resolve the exceptions in accordance with its adopted procedures.

Agency Authorized Signature: _____

Title: _____

Date: _____

APPENDIX F

TRANSIT ORIENTED INFRASTRUCTURE FOR IN-FILL DEVELOPMENT PROGRAM (TOD) PROJECT CERTIFICATION AND INVOICE MEASURE "C" TOD REVENUES

To: Fresno County Transportation Authority

From: _____

Address: _____

Telephone: _____

Fax: _____

Email Address: _____

1. Applicable TOD Program: (Check One)

Yes _____

No _____

If Yes: Indicate Type of TOD Program

Urban _____

Rural _____

2. Applicable Funding Sub-Program for this Invoice: (Check One)

TOD _____

Capital _____

Improvement _____

Project _____

Planning Project _____

Housing In-fill Incentive _____

Program Project _____

3. Project Identifier, Name & Limits: (Example: Urban Project: Fullton Mall Reconstruction Engineering & Environmental)

4. _____ is an eligible agency of funds for TOD Program purposes pursuant to the Measure C Extension Strategic Implementation Plan.

5. The Fresno County Transportation Authority has entered into an agreement with the agency listed above allocating _____

in Measure "C" Transit Oriented for In Fill Development Program (TOD) funds to the project identified above and available to the responsible agency.

This invoice will stipulate the type of funding reimbursement requested. On behalf of the responsible agency, I hereby request release of such funds as indicated below to the City of Fresno in accordance with:

- (a) The amount shown in this invoice (below) **NOTE: Attach appropriate source documentation to substantiate costs**
- (b) Compliance with Steps 5 and 6 of the Measure "C" Extension Strategic Implementation Plan and the TOD Guidelines

Requested Measure C Funding Amount:

(This invoice only): _____

Invoice No: _____

Invoice Date: _____

Enter Amount

Subprogram:	Total Measure C Project Funding (Approved Allocation):	Requested Measure C Project Funding Using This Invoice:	Previous Measure C Project Funding Paid by FCTA for Previous Invoices:	Remaining Measure C Project Funding (Balance):
INFRASTRUCTURE IMPROVEMENT				
PLANNING				
HOUSING IN-FILL INCENTIVE				
Total:	\$ -	\$ -	\$ -	\$ -

6. On behalf of responsible agency, I hereby certify as follows:

- (a) That the Subprogram funds checked above are not being used to substitute for property tax funds which the responsible agency had previously used for regional or other transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257.
- (b) That the responsible agency has segregated property tax revenues from its other general fund revenues used to support the Subprogram of funds checked above so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to the responsible agency's entire general fund.
- (c) That the responsible agency shall account for the Subprogram of funds checked above and received. The responsible agency shall maintain current records in accordance with generally accepted accounting principles, and shall separately record expenditures for each type of eligible purpose. The responsible agency shall make such records available to the Authority for inspection or audit at any time.

7. The responsible agency understands that should financial or compliance audit exceptions be found, the Fresno County Transportation Authority will take immediate steps to resolve the exceptions in accordance with its adopted procedures.

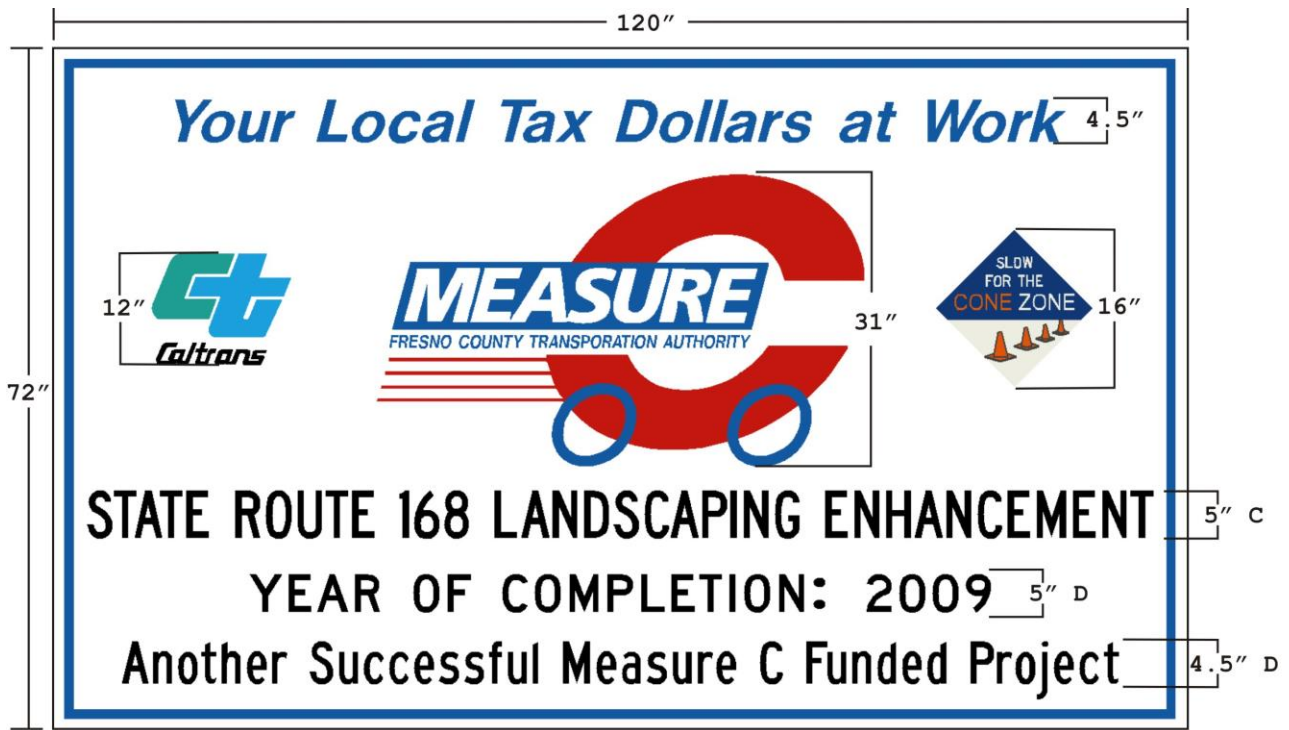
Agency Authorized Signature: _____

Title: _____

Date: _____

APPENDIX G

MEASURE “C” EXAMPLE PROJECT SIGNAGE SPECIFICATIONS



****Drawing is for layout purposes only; sign substrate and framing shall be per CalTrans Standard Plans.**

This template can be applied to a 3' X 4' size sign as well. It is understood that each local agency has its own sign standards or they can apply Caltrans standards, incorporated above. The Authority can design the template for a local agency upon request and can incorporate local agency logos into the template, if desired. The fabrication would be the responsibility of the local agency. The cost for design and fabrication is an eligible expense of Measure "C" funding.

All school buses replaced with Measure "C" funding are required to be signed showing Funding Provided by Measure "C" along with the Measure "C" logo. Signage requirements as indicated in the California Highway Patrol Title 13 of the California Code of Regulations section 1256.5 G(3) states that a sign providing acknowledgement of a sponsor's donation of a school bus is allowed. The sign must be placed below the bottom edge of the passenger's side window glass and not closer than 12 inches from any required sign. The school district is allowed to make their own sign or contact the Authority who will provide the sign to the district. The cost of design and fabrication is an eligible expense of Measure "C" funding.

APPENDIX H

MEASURE “C” ENABLING LEGISLATION

A compilation of Senate Bill 878 (Chapter 301, Statutes of 1986), Senate Bill 685 (Chapter 474, Statutes of 2001) and Senate Bill 110 (Pending, in enrollment, 2005)

Public Utilities Code, Division 15, Section 142000 to 142277
Revenue and Taxation Code Sections 6, 8, 9, 10, 22, and 23

LEGISLATIVE COUNSEL'S DIGEST

SB 110, Florez. Fresno County Transportation Authority:

(1) The Fresno Transportation Improvement Act establishes the Fresno County Transportation Authority, which is authorized to impose a sales tax in Fresno County for up to 30 years for transportation purposes, subject to voter approval. Existing law specifies the wording of the proposition to be presented by the board of supervisors to voters in that regard.

This bill would delete the specific language for the proposition, and instead would require the language presented to the voters to include the nature of the tax to be imposed, the tax rate of maximum tax rate, the period during which the tax will be imposed, and the purposes for which the revenue from the tax will be used. The bill would authorize the board of supervisors to designate an agency to place the matter before the voters of Fresno County.

(2) Existing law provides that the authority shall consist of 7 members and authorizes the authority to amend the expenditure plan for the sales tax revenues by a majority vote.

This bill would expand the authority to 9 members and revise the composition of the authority. The bill would require the authority to establish a citizens oversight committee. The bill would modify the process for amending the expenditure plan to require approval of amendments by the board of supervisors and a majority of the cities in Fresno County constituting a majority of the county's incorporated population. The bill would thereby impose a state-mandated local program.

(3) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

DIVISION 15. FRESNO COUNTY TRANSPORTATION AUTHORITY

Chapter 1. General Provisions

142000. This division shall be known and may be cited as the Fresno County Transportation Improvement Act.

142001. The Legislature hereby finds and declares all of the following:

(a) In Fresno County, regional transportation improvements and local transportation improvements and services are an immediate high priority needed to resolve the county's transportation problems that threaten the economic viability and development potential of the county and adversely impact the quality of life therein.

(b) In order to deal in an expeditious manner with current and future transportation problems, the county needs to develop and implement a local funding program that goes significantly beyond current federal and state funding which is inadequate to resolve these problems.

(c) It is in the public interest to allow the voters of Fresno County to continue the Fresno County Transportation Authority so that local transportation decisions can be implemented in a timely manner to provide regional transportation improvements and to meet local transportation needs.

142002. It is the intent of the Legislature that funds generated pursuant to this division not replace property tax revenues which would otherwise be expended for roads and transportation purposes.

142003. This division shall be liberally construed in order to effectuate its purposes. No inadvertent error, irregularity, informality, or the inadvertent neglect or omission of any officer, in any procedure taken under this division, other than fraud, shall void or invalidate that proceeding or any levy imposed to finance highway improvements or local transportation needs.

142004. "Authority" means the Fresno County Transportation Authority created pursuant to this division in the County of Fresno.

142005. "Board of supervisors" means the Fresno County Board of Supervisors.

142006. "County" means the County of Fresno.

142007. "Fresno-Clovis Metropolitan Area" means that area within the adopted spheres of influence of the Cities of Fresno and Clovis, as approved and amended by the local agency formation commission.

142008. "Transportation planning agency" means the Council of Fresno County Governments or any other agency which may be designated by the Governor as responsible for regional transportation planning within the county to comply with federal and state requirements.

142009. If the electors do not approve the imposition of the one-half of 1 percent retail transactions and use tax this division is repealed as of the date that the county certifies the election results to the Secretary of State.

142010. The authority is terminated two years from the last day on which the transactions and use tax authorized by this division is collected and as of that date this division is repealed.

Chapter 2. Creation of the Authority

142050. The Fresno County Transportation Authority is hereby continued in the county, as originally created by this section.

142051. The authority shall consist of nine members selected as follows:

(a) Two members of the board of supervisors appointed by the board, consisting of one member from rural district 1, 4, or 5 and one member from urban district 2 or 3.

(b) Two members representing the City of Fresno, consisting of the mayor thereof and a member of the city council of that city appointed by the city council.

(c) One member representing the City of Clovis appointed by the city council of that city.

(d) Two members representing the other cities within the county, consisting of one Westside member appointed by a committee comprised of the mayor or each of those cities west of State Highway Route 99, and one eastside member appointed by a committee comprised of the mayors of each of those cities east of State Highway Route 99.

(e) Two members of the public at large, consisting of one member appointed by the board of supervisors with the appointee residing outside of the incorporated areas of Fresno and Clovis, and one member appointed jointly by the city councils of Fresno and Clovis with the appointee residing within the incorporated area of Fresno or Clovis.

142052. (a) Except for the Mayor of the City of Fresno, the members of the authority shall serve for a term of two years.

(b) If any member other than the public member ceases to be an elected official, that member shall cease to be a member of the authority, and another member shall be appointed for the remainder of the term pursuant to Section 142051.

Chapter 3. Administration

142100. The authority, at its first meeting, and thereafter annually at the first meeting in January, shall elect a chairperson who shall preside at all meetings, and a vice chairperson who shall preside in his or her absence. In the event of their absence or inability to act, the members present, by an order entered into the minutes, shall select one of their members to act as chairperson pro tempore, who, while so acting, shall have all the authority of the chairperson.

142101. The authority shall adopt rules for its proceedings consistent with the law of the state.

142102. A majority of the members of the authority constitutes a quorum for the transaction of business, and all official acts of the authority require the affirmative vote of the majority of the members of the authority.

142103. The acts of the authority shall be expressed by motion, resolution, or ordinance.

142104. All meetings of the authority shall be conducted pursuant to Chapter 9 (commencing with Section 54950) of Part 1 of Division 2 of Title 5 of the Government Code.

142105. The authority shall do all the following:

(a) Adopt an annual budget.

(b) Adopt an administrative code, by ordinance, which prescribes the powers and duties of the authority officers, the method of appointment of the authority employees, and methods, procedures, and systems of operations and management of the authority.

(c) Cause a post audit of the financial transactions and records of the authority to be made at least annually by a certified public accountant.

(d) Appoint a policy advisory committee composed of one representative of each city in the county and one representative of the county. Each representative on the committee shall be an elected official. If a representative ceases to be an elected official, that representative shall cease to be a member of the committee, and another representative from that city or county, as the case may be, shall be appointed. No person shall serve on the authority and on the committee at the same time.

(e) Establish a citizens oversight committee with membership, method of appointment, roles, and responsibilities in accordance with and as defined in the initial expenditure plan prepared for the purposes of the extension of the retail transactions and use tax.

(f) Do any and all things necessary to carry out the purposes of this division.

142106. The authority may hire an independent staff of its own or contract with any department or agency of the United States or with any public agency to implement this division.

142107. The authority shall fix the compensation of its officers and employees.

142108. (a) Notice of the time and place of a public hearing on the adoption of the annual budget shall be published pursuant to Section 6061 of the Government Code not later than the 15th day prior to the day of the hearing.

(b) The proposed annual budget shall be available for public inspection at least 15 days prior to the hearing.

142109. (a) The authority shall rely, to the extent possible, on existing state, regional, and local transportation planning and programming data and expertise, rather than on a large duplicative staff and set of plans.

(b) The authority shall not expend more than 1 percent of the funds generated pursuant to this division in any year for salary and benefits of its staff.

Chapter 4. Powers and Functions

142150. The authority may adopt a seal and alter it at its pleasure.

142151. The authority may sue and be sued, except as otherwise provided by law, in all actions and proceedings, in all courts and tribunals of competent jurisdiction.

142152. All claims for money or damages against the authority are governed by Division 3.6 (commencing with Section 810) of Title 1 of the Government Code, except as provided therein, or by other statutes or regulations expressly applicable thereto.

142153. The authority may make contracts and enter into stipulations of any nature whatsoever, either in connection with eminent domain proceedings or otherwise, including, but not limited to, contracts and stipulations to indemnify and hold harmless, to employ labor, and to do all acts necessary and convenient for the full exercise of the powers granted in this division.

142154. The authority may contract with any department or agency of the United States, with any public agency, including, but not limited to, the Department of Transportation, the Council of Fresno County Governments, or any county, city, or district, or with any person upon any terms and conditions that the authority finds in its best interest.

142155. (a) Contracts for the purchase of services, supplies, equipment, and materials in excess of ten thousand dollars (\$10,000) shall be awarded to the lowest responsible bidder after competitive bidding, except in an emergency declared by the authority or by an executive committee to which the authority has delegated responsibility to make that declaration.

(b) If, after rejecting bids received under subdivision (a), the authority determines and declares that, in its opinion, the services, supplies, equipment, or materials may be purchased at a lower price on the open market, the authority may proceed to purchase these services, supplies, equipment, or materials in the open market without further observance of the provisions regarding contracts, bids, or advertisements.

Chapter 5. Transportation Coordination

142200. The authority shall consult with, and coordinate its actions to secure funding for the completion and improvement of the priority regional transportation improvements with the cities in the county, the board of supervisors, the Council of Fresno County Governments, and the Department of Transportation for the purpose of integrating its planned improvements with the other transportation improvement plans and operations of other transportation agencies impacting the county.

142201. The authority shall prepare and adopt an annual report each year on progress made to achieve the objective of improving transportation conditions related to priority regional transportation improvements and other local transportation needs.

Chapter 6. Transactions and Use Taxes

142250. (a) A retail transactions and use tax ordinance, applicable in the incorporated and unincorporated territory of the county may be imposed by the authority in accordance with Section 142262 of this code and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code, if two-thirds of the electors voting on the measure vote to approve the imposition of the tax at an election which shall be called for that purpose by resolution of the board of supervisors.

(b) The election shall be held in the November 2002 or a subsequent general election.

(c) The tax ordinance shall become operative as set forth in Section 142253. The tax ordinance shall specify the period, not to exceed 30 years, during which the tax is to be imposed. The tax may be terminated earlier if the conditions of Sections 142255, 142256, 142257, and 142260 have been met.

142251. The authority, in the retail transactions and use tax ordinance, shall state the nature of the tax to be imposed, shall provide the tax rate or rates or the maximum tax rate or rates, shall specify the purposes for which the revenue derived from the tax will be used, and may set a term, not to exceed 30 years, during which the tax may be imposed.

142252. (a) The county shall conduct an election called by the board of supervisors to implement this chapter pursuant to Section 142250, and the authority shall reimburse the county for the county's costs in conducting the election.

(b) The election shall be called and conducted in the same manner as provided by law for the conduct of elections by a county.

142253. Any retail transactions and use tax ordinance adopted pursuant to this chapter shall be operative on the first day of the first calendar quarter commencing more than 120 days after adoption of the ordinance.

142254. The revenues from the retail transactions and use taxes imposed pursuant to this chapter may be allocated by the authority for the administration of this division and for transportation improvement purposes, including administration of this division, legal actions related thereto, planning, environmental reviews, design, construction, and repair.

142255. A county transportation expenditure plan shall be prepared by the transportation planning agency for the expenditure of the revenues expected to be derived from the tax imposed pursuant to this chapter, together with other federal, state, and local funds expected to be available for transportation improvements, for the period during which the tax is to be imposed.

142256. (a) A county transportation expenditure plan shall not be adopted by the authority until it has received the approval of the board of supervisors and of the city councils representing both a majority of the cities in the county and a majority of the population residing in the incorporated areas of the county.

(b) The plan shall be adopted prior to the call of the election provided for in Section 142250.

142257. (a) The expenditure plan shall specify the amount and the formula by which the retail transactions and use tax shall be allocated to each city and the county for local transportation purposes determined to be priority projects by local governments to which funds are allocated.

For purposes of this subdivision, the population of the county is the population of the unincorporated area of the county.

(b) Prior to the authority allocating funds, each local government shall certify to the authority that the funds will not be substituted for property tax funds which are currently utilized to fund existing local transportation programs. If the local government is unable to segregate property tax revenues from other general fund revenues which cannot be so distinguished, substitution of funds from the authority for general funds is also prohibited.

(c) The authority shall require that local governments to which funds are allocated to separately account for those funds and maintain records of expenditures in accordance with administrative code requirements adopted by the authority.

142258. (a) Except as otherwise provided by Section 142260, the transportation planning agency may amend the expenditure plan. The transportation planning agency, at a minimum, shall review biennially and assess the needs for transportation improvements contained in the expenditure plan as specified in Section 142255. As part of this review and assessment, the transportation planning agency may solicit proposals for transportation improvements from the Department of Transportation and the cities and the county. The transportation planning agency shall adopt a procedure for evaluating these proposals in consultation with the Department of Transportation and the cities and the county.

(b) Based on the evaluation, the transportation planning agency shall prepare an updated plan for the expenditure of the revenues expected to be derived from the retail transactions and use tax imposed pursuant to this chapter, together with other federal, state, and local improvements, for the period during which the tax is imposed. The first five years of the plan shall be incorporated into the transportation planning agency's annual submission to the California Transportation Commission for the state transportation improvement program pursuant to Chapter 2.5 (commencing with Section 65080) of Division 1 of Title 7 of the Government Code.

(c) The expenditure plan shall also include projections of revenues likely to be available from other federal, state, and local funds expected to be available for expenditure plan transportation improvements for the period during which the tax is imposed.

(d) Before adoption of an expenditure plan, the transportation planning agency shall conduct public hearings on the plan.

142259. Amendments to the expenditure plan adopted pursuant to Section 142255 are to provide for the use of additional federal, state, and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. The transportation planning agency shall take all appropriate actions to give highest priority to the projects in the initial expenditure plan, and any amendments shall not delay or delete any project in the initial plan without the transportation planning agency holding a public hearing and documenting within the plan the reason why the amendments are being recommended to the authority and are necessary relative to conditions beyond control of the authority.

142260. (a) The authority may, by the affirmative vote of a majority of the members, approve the updated expenditure plan adopted pursuant to Section 142258.

(b) The authority may amend the expenditure plan adopted pursuant to Section 142258, if required, subject to all of the following conditions:

(1) The authority shall take all appropriate actions to give highest priority to the projects in the initial expenditure plan, and if any amendments delay or delete any project in the initial plan, the authority shall hold a public hearing and adopt a resolution initiating the amendments that specifically detail the reason why the amendments are necessary relative to conditions beyond the control of the authority.

(2) The authority shall notify the transportation planning agency, the board of supervisors, and the city council of each city in the county and provide them with a copy of the proposed amendments.

(3) The amendment is approved by the board of supervisors.

(4) The amendment is approved by a majority of the cities constituting a majority of the population residing in the incorporated areas of the county.

(c) The proposed amendments shall become effective immediately upon completion of the approval process in subdivision (b).

142261. If a retail transactions and use tax is adopted pursuant to this chapter, the authority shall prepare and submit a report to the Department of Transportation, to the board of supervisors, to the city council of each city in the county, and to the transportation planning agency, on or before each January 1 after taxes are imposed pursuant to this chapter. The report shall evaluate and report the progress made in implementing the expenditure plan during the preceding fiscal year.

142262. The authority, subject to the approval of the voters, may impose the retail transactions and use tax at a maximum rate of one-half of 1 percent under this chapter and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code, and may state the maximum tax rate in terms of not to exceed one-half of 1 percent.

142263. (a) The board of supervisors, or its designee, as part of the ballot proposition to approve the imposition of a retail transactions and use tax, shall seek authorization from the electors to issue bonds payable solely from the proceeds of the tax.

(b) The maximum bonded indebtedness which may be authorized shall be an amount equal to the sum of the principal and interest on the bonds, not to exceed the estimated proceeds of the tax, for a period of not more than 30 years. The actual wording of the proposition on any short form of ballot card, label, or other device, regardless of the system of voting used, shall include all of the following:

(1) The nature of the tax to be imposed.

(2) The tax rate or the maximum tax rate.

(3) The period during which the tax will be imposed.

(4) The purposes for which the revenue derived from the tax will be used.

(c) The sample ballot to be mailed to the voters, pursuant to Section 13303 of the Elections Code, shall include the full proposition, and the voter information handbook shall include the entire expenditure plan adopted by the authority.

142264. (a) The bonds authorized by the voters concurrently with the approval of the retail transactions and use tax may be issued by the authority at any time, and from time to time, payable solely from the proceeds of the tax. The bonds shall be referred to as "limited tax bonds."

(b) The pledge of the tax to the limited tax bonds authorized under this chapter has priority over the use of any of the tax for pay-as-you-go financing, except to the extent that priority is expressly restricted in the resolution authorizing the issuance of the bonds.

142265. Limited tax bonds shall be issued pursuant to a resolution adopted at any time by an affirmative vote of a majority of the members of the authority. Each resolution shall provide for the issuance of bonds in the amounts as may be necessary, until the full amount of the bonds authorized have been issued. The full amount of bonds may be divided into two or more series and different dates of payment fixed for the bonds of each series. A bond need not mature on its anniversary date.

142266. (a) A resolution authorizing the issuance of limited tax bonds shall state all of the following:

(1) The purpose for which the proposed debt is to be incurred, which may include all costs and estimated costs incidental to or connected with the accomplishment of those purposes, including, without limitation, engineering, inspection, legal, fiscal agents, financial consultant and other fees, bond and other reserve funds, working capital, bond interest estimated to accrue during the construction period and for a period not to exceed three years thereafter, and expenses of all proceedings for the authorization, issuance, and sale of the bonds.

(2) The estimated costs of accomplishing those purposes.

(3) The amount of the principal of the indebtedness.

(4) The maximum term that the bonds proposed to be issued shall run before maturity, which shall not be beyond the date of termination of the imposition of the retail transactions and use tax.

(5) The maximum rate of interest to be paid, which shall not exceed the maximum allowable by law.

(6) The denomination or denominations of the bonds, which shall not be less than five thousand dollars (\$5,000).

(7) The form of the bonds, including, without limitation, registered bonds and coupon bonds, to the extent permitted by federal law, and the form of any coupons to be attached thereto, the registration, conversion, and exchange privileges, if any, pertaining thereto, and the time when all of, or any part of, the principal becomes due and payable.

(b) The resolution may also contain any other matters authorized by this chapter or any other provision of law.

142267. The bonds shall bear interest at a rate or rates not exceeding the maximum allowable by law, payable semiannually, except that the first interest payable on the bonds, or any series thereof, may be for any period not exceeding one year, as determined by the authority.

142268. In the resolution authorizing the issuance of the bonds, the authority may also provide for call and redemption of the bonds prior to maturity at the times and prices and upon other terms as specified. However, no bond is subject to call or redemption prior to maturity unless it contains a recital to that effect or unless a statement to that effect is printed thereon.

142269. The principal of, and interest on, the bonds shall be payable in lawful money of the United States at the office of the auditor-controller-treasurer of the county and other places as may be designated by the authority.

142270. (a) The bonds, or each series thereof, shall be dated and numbered consecutively and shall be signed by the chairperson or vice chairperson of the authority and the auditor-controller-treasurer of the county, and the official seal of the authority shall be attached.

(b) The interest coupons of the bonds, if any, shall be signed by the auditor-controller-treasurer of the county.

(c) All signatures and the seal may be printed, lithographed, or mechanically reproduced, except that one of the signatures on the bonds shall be manually affixed.

(d) If any officer whose signature appears on the bonds or coupons ceases to be that officer before the delivery of the bonds, the officer's signature is as effective as if the officer had remained in office.

142271. The bonds may be sold as the authority determines by resolution. The authority may sell the bonds at a price below par, whether by negotiated or public sale.

142272. Delivery of any bonds may be made at any place either inside or outside the state, and the purchase price may be received in cash or bank credits.

142273. All accrued interest and premiums received on the sale of the bonds shall be placed in the fund to be used for the payment of principal of, and interest on, the bonds, and the remainder of the proceeds of the bonds shall be placed in the treasury of the authority and applied to secure the bonds or for the purposes for which the debt was incurred. However, when the purposes have been accomplished, any money remaining shall be either (a) transferred to the fund to be used for the payment of principal of, and interest on, the bonds or (b) placed in a fund to be used for the purchase of outstanding bonds of the authority from time to time in the open market at prices and in the manner, either at public or private sale or otherwise, as determined by the authority. Bonds so purchased shall be canceled immediately.

142274. (a) The authority may provide for the issuance, sale, or exchange or refunding bonds to redeem or retire any bonds issued by the authority upon the terms, at the times, and in the manner which it determines.

(b) Refunding bonds may be issued in a principal amount sufficient to pay all, or any part of, the principal of the outstanding bonds, the premium, if any, due upon call and redemption thereof prior to maturity, all expenses of the funding, and either of the following:

(1) The interest upon the refunding bonds from the date of sale thereof to the date of payment of the bonds to be refunded out of the proceeds of the sale of the refunding bonds or to the date upon which the bonds to be refunded will be paid pursuant to call or agreement with the holders of the bonds.

(2) The interest upon the bonds to be refunded from the date of sale of the refunding bonds to the date of payment of the bonds to be refunded or to the date upon which the bonds to be refunded will be paid pursuant to call or agreement with the holders of the bonds.

(c) The provisions of this chapter for the issuance and sale of bonds apply to the issuance and sale of refunding bonds.

142275. (a) The authority may borrow money in anticipation of the sale of bonds which have been authorized pursuant to this chapter, but which have not been sold and delivered, and may issue negotiable bond anticipation notes therefore and may renew the bond anticipation notes from time to time. However, the maximum maturity of any bond anticipation notes, including the renewals thereof, shall not exceed five years from the date of delivery of the original bond anticipation notes.

(b) The bond anticipation notes, and the interest thereon, may be paid from any money of the authority available therefore, including the revenues from the retail transactions and use taxes imposed pursuant to this chapter. If not previously otherwise paid, the bond anticipation notes, or any portion thereof, or the interest thereon, shall be paid from the proceeds of the next sale of the bonds of the authority in anticipation of which the notes were issued.

(c) The bond anticipation notes shall not be issued in any amount in excess of the aggregate amount of bonds which the authority has been authorized to issue less the amount of any bonds of the authorized issue previously sold, and also less the amount of other bond anticipation notes therefore issued and then outstanding. The bond anticipation notes shall be issued and sold in the same manner as the bonds.

(d) The bond anticipation notes and the resolutions authorizing them may contain any provisions, conditions, or limitations which a resolution of the authority authorizing the issuance of bonds may contain.

142276. Any bonds issued under this chapter are legal investments for all trust funds; for the funds of insurance companies, commercial and savings banks, and trust companies; and for state school funds; and whenever any money or funds may, by any law now or hereafter enacted, be invested in bonds of cities, counties, school districts, or other districts within the state, that money or funds may be invested in the bonds issued under this chapter; and whenever bonds of cities, counties, school district, or other districts within the state may, by any law now or thereafter enacted, be used as security for the performance of any act or the deposit of any public money, the bonds issued under this chapter may be so used. The provisions of this chapter are in addition to all other laws relating to legal investments and shall be controlling as the latest expression of the Legislature with respect thereto.

142277. Any action or proceeding wherein the validity of the adoption of the retail transactions and use tax ordinance provided for in this chapter, or the issuance of any bonds there under, or any of the proceedings in relation thereto, is contested, questioned, or denied, shall be commenced within six months from the date of the election at which the ordinance is approved; otherwise, the bonds and all proceedings in relation thereto, including the adoption and approval of the ordinance, shall be held to be valid and in every respect legal and incontestable.

SEC. 5. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district are the result of a program for which

legislative authority was requested by that local agency or school district, within the meaning of Section 17556 of the Government Code and Section 6 of Article XIII B of the California Constitution. *[note: repeats Section 23]*

7252.8. "Districts," as used in this part, also means a county transportation authority or the Metropolitan Transportation Commission if authorized to impose transactions and use taxes pursuant to this part.

SEC. 6.

7252.10. "District," as used in this part, also means the Fresno County Transportation Authority, if authorized to impose transactions and use taxes pursuant to this part. This section shall remain in effect as long as Division 15 (commencing with Section 142000) of the Public Utilities Code remains in effect, but shall be repealed upon the repeal of that division.

SEC. 7. - Deleted

SEC. 8. If any provision of this act or the application thereof to any circumstances is held unconstitutional, that decision shall not affect other provisions or applications of the act which can be given effect without the invalid provision or application and to this end, the provisions of this act are severable. The Legislature hereby declares that it would have passed this act, and each portion thereof, irrespective of the fact that any other portion be declared unconstitutional.

SEC. 9. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act and because this act is in accordance with the request of a local agency or school district which desired legislative authority to carry out the program specified in this act.

SEC. 10. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The facts constituting the necessity are: In order to assure the development of traffic and transportation projects and to clarify what fees a court may order persons to pay who are ordered to attend schools for traffic violators or driving schools, it is necessary that the act take effect immediately.

SEC. 22. If any provision of this act or the application thereof to any circumstances is held unconstitutional, that decision shall not affect other provisions or applications of the act which can be given effect without the invalid provision or application and to this end, the provisions of this act are severable. The Legislature hereby declares that it would have passed this act, and each portion thereof, irrespective of the fact that any other portion be declared unconstitutional.

SEC. 23. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district are the result of a program for which legislative authority was requested by that local agency or school district, within the meaning of Section 17556 of the Government Code and Section 6 of Article XIII B of the California Constitution.

APPENDIX I

Transit Oriented Infrastructure for In-Fill (TOD) Subprogram

Fresno County Measure C Transit Oriented Development (TOD) Program Policies and Guidelines

(Revised 02-12-14)

The TOD program was created in the 2006 Measure C Extension Plan. The goals of the Measure C Transit Oriented Infrastructure for In-Fill allocation are to support community-based transit projects that:

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

In addition to encouraging transit supportive land use surrounding the high-capacity transit corridors to boost transit ridership in the Fresno County region, the Measure C TOD program also strives to support livable, viable and sustainable transit oriented healthy communities that promote walking, biking, and the use of public transit and reduce private vehicle dependence. Such TOD communities promote health and well-being and reduce risks for chronic diseases such as obesity, diabetes, and heart disease. The projects funded by the TOD program serve as models that reduce vehicle trips, improve air quality and provide access to physical activity opportunities through integrated land use and transportation planning.

As described in the 2007 Measure C Extension Local Agency Handbook, revised February 28, 2008, the TOD program provides funding to 3 types of projects/programs that are competitive-based:

- A. Transportation infrastructure improvements to transit facilities to encourage safety and access to transit facilities, support in-fill development or revitalization, reduce traffic congestion at transit stations, and provide for a wider range of transportation choices and improved internal mobility. Funds could be used for preliminary design and environmental studies, engineering, land acquisition, and construction;
- B. Planning Program or matching money to identify nodal transit sites on transit corridors for transit oriented development, planning retrofit for existing neighborhoods, downtowns, commercial cores, and transit station areas and stops in order to create access to transit and mixed use development in transit friendly environments. The community

planning process would result in transportation / land-use concept plans; streetscape design concept plans, environmental studies, detailed drawings, construction cost estimates, and implementation plans for specific capital projects; and

- C. Housing in-fill incentive program would reward local governments for encouraging developers to build compact designs with higher housing densities, affordable, accessible housing, and mixed uses that are characteristic of well-implemented Transit Oriented Design in other cities developments at transit stops. Local government agencies could spend funds to supplement development fees or on a capital project that supports new housing development connections to transit.

Who Can Apply?

City and County governments in Fresno County are eligible for the TOD funding. Private sector or non-profit organizations can apply for the TOD funding through the representation of the local government where the project is located.

Program Application Areas and Funding Priority

Consistent with the recommendation of the Fresno County Public Transportation Infrastructure Study (PTIS), which was accepted by the Fresno COG Policy Board in May 2011, priority will be given to proposed projects located in the priority transit oriented development areas as identified by the PTIS— downtown Fresno (Exhibit A), the Blackstone and Ventura-Kings Canyon corridor (Exhibit B), and Shaw Avenue from SR99 to SR168, in descending order of preference. To receive funding from this program, projects must be in the specified downtown Fresno area, or within ½ mile of a proposed or adopted Bus Rapid Transit station.

After the first 5 consecutive years/funding cycles, projects outside of the program application areas that meet the other criteria may apply.

Funding Availability

As of December 2010 estimation, there will be a total of \$14.5 million available over 20 years in the TOD program. Approximately \$2.4 million is available for the first funding cycle. The funding level for subsequent cycles will differ year from year depending upon revenue accrued.

No local match is required.

Funding Cycle

Call for projects will be issued annually. Funding will be awarded to the best-qualified project(s) based on the amount available. If there is no qualified project submitted in a given funding cycle, the amount will be rolled into the subsequent year's funding pool. The Fresno COG Policy Board and the FCTA Board reserves the right not to fund any projects or to fund less than the amount available for a given funding cycle.

For a large project that exceeds the funding available in the present cycle, an eligible jurisdiction may apply for multi-year funding for the project. If one or more multi-year projects are selected for funding and there are no other qualified applications, it/they will receive all of the funding for the cycle if their application requests add to at least that amount. The shares received by each of the multi-year projects will be determined by the scoring committee. If there are qualified single-year and multi-year projects, half of the funding in the funding cycle will be set aside for the multi-year projects, and all the projects, including the multi-year projects, will compete for the second half of the funding in the cycle. Should a multi-year project be approved for funding, funding will not become available to the recipient until each annual funding cycle. The application must specify the amount of funding requested in each funding cycle.

Project Selection Process

A panel that includes Fresno COG staff, representatives from the TOD Technical Advisory Committee and COG member agencies will evaluate, score and rank the proposed projects. The selected project(s) will go through Fresno COG Transportation Technical Committee, Policy Advisory Committee, and Policy Board for endorsement, and will be presented to Fresno County Transportation Authority for final approval.

The scoring committee consists of one representative from the each of the following entities:

1. Fresno Council of Governments
2. Fresno County Transportation Authority
3. Fresno Area Express
4. City of Fresno
5. City of Clovis
6. Eastside Cities
7. Westside Cities
8. County of Fresno
9. the public – development community
10. the public – environment/health
11. the public – other sectors

A. Capital Improvement Program

Eligible Activities

Eligible capital improvement projects include pedestrian, bicycle, transit facilities and other infrastructure improvement that will support and enhance transit oriented development.

Applicants should document how the proposed projects will increase “location efficiency” so people can walk, bike and take transit; boost ridership and minimize traffic; provide a rich mix of housing, shopping and transportation choices; generate revenue for the public and private sectors and provide value for both new and existing residents and create a sense of place.

Capital Improvement Projects include but not limited to:

- Improvements to transit facilities
- Improvements to bike and pedestrian facilities
- Public plazas
- Streetscape enhancement
- Parking structure
- Other infrastructure upgrade to support transit oriented development (e.g. water & sewers)

Funds can be used for preliminary design, environmental studies, engineering, land acquisition and construction.

Project Evaluation

1. Project Location

The project must be located in the priority transit oriented development areas as described in the Program Application Areas section. Projects located in downtown Fresno (Exhibit A) will have the first priority, then Blackstone and Ventura-Kings Canyon corridor (Exhibit B), and thirdly the Shaw Ave. corridor.

2. Nexus to Transit Oriented Development

The application must demonstrate that development supported by the project is transit oriented, and conforms to all applicable adopted plans. The project will be scored based on how the project will advance TOD principles and how well the project will contribute to a livable and viable community.

3. Land Use Characteristics in the Project Area

The applicant will identify existing as well as planned land use conditions in the development area that the project supports. The project will be scored based on residential density,

employment intensity, as well as the level of mixed use in the surrounding areas. Projects must support development with a minimum residential density of 18 units per acre.

4. Transportation Characteristics

The applicant will demonstrate how the project will improve accessibility to transit, and connectivity of trips by alternative mode such as walking and bicycling in the TOD areas the project serves. An exemplary project will support multi-modal access to transit service and enhance bicycle and pedestrian travel to facilitate non-auto trips within the TOD area.

For projects that are not directly related to transportation, the applicant will identify the existing or planned conditions of transit accessibility as well as the bike/pedestrian environment in the areas that the project supports.

5. Urban Design

The purpose of transit oriented development is to create vibrant and livable places/communities around transit stations. Urban design contributes significantly to the attractiveness of a place. The highest scored projects would be those that would likely bring positive impacts to the physical appearance of the project area; or where there are already urban design principles in place to guide the development in the project area.

6. Parking

The applicant will provide the existing parking inventory in the project area, and identify existing and future parking policies in the area. A project will be scored favorably if there are existing or planned parking policies in the project area that would provide for TOD friendly parking. Examples of such TOD friendly parking policies include but are not limited to: reduced parking requirements, shared parking, reciprocal access agreement, transit friendly parking design, transit supportive zoning, etc.

7. Green Buildings

Green building is the practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life-cycle from siting to design, construction, operation, maintenance, renovation and deconstruction.

Green buildings are designed to reduce the overall impact of the built environment on human health and the natural environment by:

- Efficiently using energy, water, and other resources
- Protecting occupant health and improving employee productivity
- Reducing waste, pollution and environmental degradation

For example, green buildings may incorporate sustainable materials in their construction (e.g., reused, recycled-content, or made from renewable resources); create healthy indoor

environments with minimal pollutants (e.g., reduced product emissions); and/or feature landscaping that is low-allergen, non-invasive and reduces water usage (e.g., by using native plants that survive without extra watering).

A project will be scored favorably if green building practice is incorporated in the development that the project supports.

8. *Affordable Housing*

A project that supports an affordable housing development will be scored favorably. Affordable housing means housing that has an Affordable Housing Cost or Affordable Rent as defined in Section 50052.5 or 50053(a) of the California Health and Safety Code, or any successor section thereto.

Scoring Criteria

I. Project Location (maximum 15 points)

- 1. Downtown Fresno as shown in Exhibit A (max 15 points)*
- 2. Within ½ mile of a BRT station along the Blackstone and Ventura-Kings Canyon corridor as shown in Exhibit B (max 10 points)*
- 3. Within ½ mile of a BRT station on Shaw Avenue between SR. 99 and SR 168 – BRT Stations to be determined (max 5 points)*

II. Land Use Characteristics in the Project Area (max 20 points)

- 1. Residential Density (max 5 points)*
Projects supporting development with a residential density of 30 units per acre and above will receive a max of 5 points. The minimum required density is 18 units per acre.
- 2. Employment Intensity (max 5 points)*
Projects supporting development that brings higher concentration of jobs will be scored more favorably than low employment intensity development.
- 3. Mixed-uses (max 5 points)*
Projects that support a variety of land uses, and internalize non-commute trips through walking and biking, will be scored favorably.
- 4. Affordable Housing (max 5 points)*
Projects that support or provide affordable housing will receive maximum 5 points.

III. Transportation Characteristics in the Project Area (max 20 points)

- 1. Transit Accessibility (max 10 points)*
Projects that improve transit accessibility in the project area will receive maximum 10 points.
- 2. Bike/Pedestrian Enhancement (max 10 points)*
Projects that improve bike/pedestrian environment to facilitate non-auto trips in the project area will receive maximum 10 points

IV. Urban Design (max 10 points)

Projects that support development whose aesthetic design provides a safe and pedestrian friendly environment will be awarded maximum of 10 points. For example, development with doors and windows oriented towards the sidewalk to provide “eyes on the street”.

V. Parking Policies (max 10 points)

Projects that support development with TOD friendly parking policies in place, or development within the area of an adopted plan that provides such policies, will receive maximum 10 points.

VI. Sustainable Green Building Design (max 5 points)

Projects that support development with sustainable green building design as defined in the Project Evaluation section will receive a maximum of 5 points.

VII. Community Support (max 10 points)

Projects that are developed through an inclusive planning process with broad private and public partnership will receive maximum of 10 points.

VIII. Subjective Evaluation (max 10 points)

The scoring committee may use this category to consider factors of overriding concerns. Examples may include, but are not limited to: quality of project, how the project addresses issues in the community, how the project will contribute to a livable, viable and sustainable community, economic impact, etc.

B. Planning Program

Eligible Activities

Planning grants award funding to planning activities that will develop station area plans, transit corridor specific plans or any other specific plans that focus on creating vibrant and livable communities through investment on transit oriented development. Applicants should document how the proposed projects will increase “location efficiency” so people can walk, bike and take transit; boost ridership and minimize traffic; provide a rich mix of housing, shopping and transportation choices; generate revenue for the public and private sectors and provide value for both new and existing residents and create a sense of place.

Planning projects include but not limited to:

- Station area plans
- Transit corridor specific plans
- Specific plans that address parking requirement/district, or urban design guidelines in the designated TOD areas

Awards can be used to pay for professional services and project management as required by the planning efforts.

Project Evaluation

1. Project Location

The project must include areas as described in the Program Application Areas section. Planning areas that include downtown Fresno (Exhibit A) will have the first priority, then those that include BRT station areas along the Blackstone and Ventura-Kings Canyon corridor (Exhibit B), and thirdly those that include BRT Station areas along the Shaw Ave. corridor.

2. Nexus to Transit Oriented Development

The application must demonstrate the project’s nexus to transit oriented development. The planning project will be scored based on how the project will advance the TOD principles and how well the project will contribute to a livable and viable community. The exemplary project would help achieve the goal of boosting transit ridership through land use changes, and providing multi-modal transportation access to job, school or recreational destinations.

3. Planning Elements

A successful planning project will include analysis of existing and planned land use/employment conditions, transit accessibility, street connectivity, urban design characteristics, and TOD friendly parking policies in the project area. The highest scored projects will demonstrate the most transit friendly elements such as mixed use, high residential density, concentration of employment, convenient access to transit, abundant choice of other travel alternatives, aesthetic design, etc.

4. Project Impact

The highest scored planning project in this category will include anticipated implementation actions such as programming of funds for infrastructure projects, adoption of zoning changes, or other formal action by the City Council or Board of Supervisors that will result in tangible changes such as general plan amendment, a community plan or a specific plan thereto.

5. Green Buildings

Green building is the practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life-cycle from siting to design, construction, operation, maintenance, renovation and deconstruction.

Green buildings are designed to reduce the overall impact of the built environment on human health and the natural environment by:

- Efficiently using energy, water, and other resources
- Protecting occupant health and improving employee productivity
- Reducing waste, pollution and environmental degradation

For example, green buildings may incorporate sustainable materials in their construction (e.g., reused, recycled-content, or made from renewable resources); create healthy indoor environments with minimal pollutants (e.g., reduced product emissions); and/or feature landscaping that is low-allergen, non-invasive and reduces water usage (e.g., by using native plants that survive without extra watering).

A project will be scored favorably if green building practice is incorporated in the project.

6. Affordable Housing

A planning project that includes a housing strategy that promotes affordable housing will be scored more favorably. Affordable housing means housing that has an Affordable Housing Cost or Affordable Rent as defined in Section 50052.5 or 50053(a) of the California Health and Safety Code, or any successor section thereto.

Scoring Criteria

I. Project Location (maximum 15 points)

Points will be awarded based on the planning areas' inclusion of the following location(s):

1. *Downtown Fresno as shown in Exhibit A (max 15 points)*
2. *Within ½ mile of a BRT station along Blackstone and Ventura-Kings Canyon corridor as shown in Exhibit B (max 10 points)*
3. *Within ½ mile of a BRT station on Shaw Avenue between SR. 99 and SR 168 – BRT Stations to be determined (max 5 points)*

II. Planning Elements (maximum 30 points)

The highest scored project will address the planning elements listed under the Project Evaluation section. A successful project will demonstrate support for transit oriented development through these planning elements.

III. Plan Implementation (maximum 25 points)

A successful project will demonstrate potential of timely implementation of the plan. The project will be scored favorably if it leads to a capital improvement project or other tangible changes such as a general plan amendment.

IV. Local Commitment and Community Support (maximum 10 points)

The high scored project will have broad community support (public involvement to date, letter of support, etc). Demonstration of developers and property owners' support and being part of the planning process will also be strong evidence for local commitment.

V. Affordable Housing (maximum 5 points)

Planning projects that include strategies to promote affordable housing will receive maximum 5 points.

VI. Sustainable Green Buildings (maximum 5 points)

Planning projects that include strategies to promote sustainable green building design will receive maximum 5 points.

VII. Subjective Evaluation (10 points)

The scoring committee may use this category to consider factors of overriding concerns. Examples may include, but are not limited to: the quality of the planning project, how the project addresses issues in the community, how the project will contribute to a livable, viable and sustainable community, economic impact, etc.

C. Housing In-fill Incentive Program

Eligible Activities

The Housing In-fill Program was designed to reward local governments for encouraging developers to build higher density housing with TOD characteristics. Local government could spend funds to supplement development fees or on a capital project that would support transit oriented development. The Housing In-fill Incentive funds could be expended on two types of programs/projects:

- Capital improvement projects as defined under the Capital Improvement Projects Program that would support transit oriented development
- Forgiveness of impact fees or other cost for residential development within a specified area described in the Program Application Areas section above

Project Evaluation

1. Project Location

The project must be located in the priority transit oriented development areas as described in the Program Application Areas section. Projects located in downtown Fresno (Exhibit A) will have the first priority, then Blackstone and Ventura-Kings Canyon corridor (Exhibit B), and thirdly the Shaw Ave. corridor.

2. Nexus to Transit Oriented Development

The project applicant will demonstrate the project nexus to transit oriented development through its density, accessibility to transit facilities, level of mix uses if applicable, affordability, and other characteristics of TOD communities.

3. Density

Development supported by the project must have a minimum residential density of 18 units per acre.

4. Green Buildings

Green building is the practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life-cycle from siting to design, construction, operation, maintenance, renovation and deconstruction.

Green buildings are designed to reduce the overall impact of the built environment on human health and the natural environment by:

- Efficiently using energy, water, and other resources
- Protecting occupant health and improving employee productivity
- Reducing waste, pollution and environmental degradation

For example, green buildings may incorporate sustainable materials in their construction (e.g., reused, recycled-content, or made from renewable resources); create healthy indoor environments with minimal pollutants (e.g., reduced product emissions); and/or feature landscaping that is low-allergen, non-invasive and reduces water usage (e.g., by using native plants that survive without extra watering).

A project will be scored favorably if green building practice is incorporated in development that the projects support.

5. Affordable Housing

A housing project that provides affordable housing will be scored favorably. Affordable housing means housing that has an Affordable Housing Cost or Affordable Rent as described in Section 50052.5 or 50053(a) of the California Health and Safety Code, or any successor section thereto.

6. Project Readiness

For applications that propose to support unspecified future development projects (such as an impact fee forgiveness program), the grantee agency must require building permits to be pulled within 24 months of the project being selected for support under this program. If not, the award will be withdrawn, and the funds will be rolled back into the TOD funding pool. Funds to support a development project will not be disbursed to the grantee agency until the development is complete and receives its certificate of occupancy.

Scoring Criteria

I. Project Location (maximum 15 points)

- 1. Downtown Fresno as shown in Exhibit A (max 15 points)*
- 2. Within ½ mile of a BRT station along Blackstone and Ventura-Kings Canyon corridor as shown in Exhibit B (max 10 points)*
- 3. Within ½ mile of a BRT station on Shaw Avenue between SR. 99 and SR 168 –BRT Stations to be determined (max 5 points)*

II. Nexus to Transit Oriented Development (maximum 30 points)

A successful applicant will demonstrate strong nexus to transit oriented development through TOD characteristics, such as accessibility to transit, affordability, biking and walking environment, etc.

III. Density (maximum 25 points)

Projects supporting development with a residential density of 30 units per acre and above will receive a maximum of 25 points. The minimum required residential density is 18 units per acre.

IV. Affordable Housing (maximum 5 points)

Projects that provide affordable housing will receive maximum 5 points.

V. Sustainable Green Building (maximum 5 points)

Projects with sustainable green building design will receive maximum 5 points.

VI. Community Support (max 10 points)

Projects that are developed through an inclusive planning process with broad private and public partnership will receive maximum of 10 points.

VII. Subjective Evaluation (10 points)

The scoring committee may use this category to consider factors of overriding concerns. Examples may include, but are not limited to: the quality of the project, how the project addresses issues in the community, how the project will contribute to a livable, viable and sustainable community, economic impact, etc.

APPENDIX J

MEASURE C EXTENSION

LOCAL TRANSPORTATION PROGRAM PASS THROUGH REVENUE FOR STREET MAINTENANCE FUND SUB PROGRAM FY 20XX-XX EXPENDITURE REPORTING REQUIREMENTS

(Completed form must be submitted to FCTA no later than November 15 or future funds will be stopped until compliance is met.
Complete one form for each Sub Program and detail the expenditures in the Schedule of Projects on the 2nd page.)

TO: **Fresno County Transportation Authority**
FROM: **ELIGIBLE AGENCY** (Name of Agency)
Address: _____
Contact Name: _____ Phone: _____ FAX: _____
Email Address: _____

Date Accepted
by FCTA
Board

Local Transportation Program

Street Maintenance Sub Program Reporting for FYXX/XX:

Total Street Maintenance Revenue Allocations to Date: \$ 2,684,532.15

Street Maintenance Beginning Fund Balance: _____ This amount should match your prior year Ending Balance reported to Authority.

Street Maintenance Prior Year Adjustments: _____ This amount reflects adjustments made to this program after your prior year reports were filed. Indicate supporting details below.
They should match this amount.

Street Maintenance Adjusted Beginning Fund Balance: - This amount adds for you and will reflect your adjusted Beginning Balance after prior year adjustment.

Street Maintenance Facilities Revenues: _____ This amount should match the revenue allocations reported to you by the Authority and your Financial Reports.

Street Maintenance Interest Revenue: _____ This amount represents interest revenue allocated to the sub program by the Agency for the fiscal year, as required.

Street Maintenance Available Fund Balance: \$ - This amount represents available fund balance to the sub program before expenditures by the Agency for the fiscal year.

Street Maintenance Expenditures: _____ This amount represents your expenditures for the fiscal year for this sub program and should match the expenditures on page 2
(You must detail expenditures below:) of this report and your Financial Reports.

Net Change (+/-) - Net Change calculates for you (i.e. Revenue minus Expenditure)

FYXX/XX Street Maintenance Ending Balance: \$ - This amount will be your Beginning Balance on next fiscal year's report.
(Balance to be held in reserve.)

Projects eligible under this Category include projects or programs that match the following recommended definition of "street and highway maintenance, rehabilitation, reconstruction, and storm damage repair." A "program" is defined as a group or category of projects such as slurry seal projects, patching projects, etc. An appropriate percentage or pro-ratio of maintenance/rehabilitation equipment, audit, and overhead costs attributable to projects or programs under the Measure C Street Maintenance/Rehabilitation Category is an eligible expense. Per AB 2958 (Prop 42) language for local agency allocations (Revenue and taxation code, Section 7104 (e)). Funds allocated to a city, county shall be used only for street and highway maintenance rehabilitation, reconstruction and storm damage repair. For purposes of this Street Maintenance Sub Program the following terms have the following meanings: Maintenance means either or both of the following:

Patching or spot repair in the existing pavement such as pothole patching, grinding and resurfacing, or total reconstruction of a failed pavement section for a small area or dig-out and Overlay and/or Sealing. Reconstruction includes any overlay, sealing, or widening of the roadway, if the widening is necessary to bring the roadway width to the desirable minimum width consistent with the geometric design criteria of the department for reconstruction, resurfacing, and rehabilitation projects that are not on a freeway but doesn't include widening for the purpose of increasing the traffic capacity of a street or highway.

Storm Damage repair is repair or reconstruction of local streets and highways and related drainage improvements that have been damaged due to winter storms and flooding and reconstruction of drainage improvements to mitigate future roadway flooding and damage problems in those jurisdictions that have been declared disaster areas by the President of the United States.

For further detail on eligible expenditures of the Street Maintenance Sub Program or further definitions and guidelines of the Local Transportation Program please refer to the Measure C Extension Local Agency Handbook.

Completed By: _____ Title: _____ Date: _____
This Reporting Form was prepared under the direction of the Public Works Director, Engineer, Transit Administrator or Other Authorized Official of the agency listed above. By filing this form you are certifying that expenditures listed on this form are valid expenditures and to the best of your knowledge reflect your financial statements.

ADA Compliance Schedule of Expenditures for FYXX/XX:

TOTAL PROJECT COSTS

ELIGIBLE AGENCY[illegible]

Notes: (* Provide a sampling of the types of expenditures for the projects listed above and if you have a prior year adjustment you need to explain it in the area provided below.) Expenditures listed above will be audited for compliance.

Sample Project Street Maintenance funds were used for labor and street rehabilitation of Ash Avenue from Polk to Future street.

It is the intent of Measure C to leverage funds wherever possible. If you are using Measure C funds to leverage other state or federal grants please indicate what grant funds were received and the ratio of grant money and Measure funds.

PROJECT COST BREAKDOWN BY FUNDING SOURCE

Name of Project/Program Listed Above	Measure C Street Maintenance Funding	Amount	Other Measure C Funding	Amount	List Other Funding Source	Amount	List Other Funding Source	Amount	Total Project Expenditures
Sample Bike & Widening Project	Street Maintenance	-	Bicycle Funds	250,000.00	Local Funds	350,000.00		-	600,000.00
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		250,000.00		350,000.00		-	600,000.00

Total FYXX/XX Street Maintenance Expenditures: \$ -

NOTES: (Use this area to provide further clarification on your report.)

MEASURE C EXTENSION
LOCAL TRANSPORTATION PROGRAM PASS THROUGH REVENUE FOR ADA FUND SUB PROGRAM
FY 20XX-XX EXPENDITURE REPORTING REQUIREMENTS

(Completed form must be submitted to FCTA no later than November 15 or future funds will be stopped until compliance is met.
Complete one form for each Sub Program and detail the expenditures in the Schedule of Projects on the 2nd page.)

TO:	Fresno County Transportation Authority				Date Accepted
FROM:	ELIGIBLE AGENCY	(Name of Agency)			by FCTA
Address:					Board
Contact Name:		Phone:		FAX:	
Email Address:					

Local Transportation Program

ADA Compliance Sub Program Reporting for FYXX/XX:

Total ADA Compliance Revenue Allocations to Date: \$ 88,474.76

ADA Compliance Beginning Fund Balance:	-	This amount should match your prior year Ending Balance reported to Authority.
ADA Compliance Prior Year Adjustments:	-	This amount reflects adjustments made to this program after your prior year reports were filed. Indicate supporting details below. They should match this amount.
ADA Compliance Adjusted Beginning Fund Balance:	-	This amount adds for you and will reflect your adjusted Beginning Balance after prior year adjustment.
ADA Compliance Facilities Revenues:	-	This amount should match the revenue allocations reported to you by the Authority and your Financial Reports.
ADA Compliance Interest Revenue:	-	This amount represents interest revenue allocated to the sub program by the Agency for the fiscal year, as required.
ADA Compliance Available Fund Balance:	\$ -	This amount represents available fund balance to the sub program before expenditures by the Agency for the fiscal year.
ADA Compliance Expenditures:	-	This amount represents your expenditures for the fiscal year for this sub program and should match the expenditures on page 2 of this report and your Financial Reports.
<i>(You must detail expenditures below:)</i>		
Net Change (+/-)	-	Net Change calculates for you (i.e. Revenue minus Expenditure)
<hr style="border-top: 3px double #000;"/>		
FYXX/XX ADA Compliance Ending Balance:	\$ -	This amount will be your Beginning Balance on next fiscal year's report.
<i>(Balance to be held in reserve.)</i>		

Local agencies will receive 1.75% of Measure C Extension Local Transportation Funds over 20-years for ADA compliance including curb cuts and ramps to remove barriers, as well as other special transportation services for jurisdictions to meet the current requirements of the Americans with Disabilities Act (ADA). Communities already in compliance would not have to meet this mandate and jurisdictions that receive less than \$200,000 annually from the total local transportation program would also be exempt from this provision.

Projects eligible under this Category must deal with ADA compliance issues and include: curb cuts and ramps to remove barriers; striping and other special transportation services (that "non-compliance" ADA projects).

For further detail on eligible expenditures of the ADA Compliance Sub Program or further definitions and guidelines of the Local Transportation Program refer to the Measure C Extension Local Agency Handbook.

Completed by:	Title:	Date:
----------------------	---------------	--------------

This Reporting Form was prepared under the direction of the Public Works Director, Engineer, Transit Administrator or Other Authorized Official of the agency listed above. By filing this form you are certifying that expenditures listed on this form are valid expenditures and to the best of your knowledge reflect your financial statements.

Local Transportation Program
ADA Compliance Schedule of Expenditures for FYXX/XX:

TOTAL PROJECT COSTS

ELIGIBLE AGENCY

Name of Project/Program	Project Limits	Total Measure C Funding	*Prior Year ADA Adjustments	Total Project Cost
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-

Notes: (* Provide a sampling of the types of expenditures for the projects listed above and if you have a prior year adjustment you need to explain it in the area provided below.) Expenditures listed above will be audited for compliance.

It is the intent of the Measure to leverage funds wherever possible. If you are using Measure C funds to leverage other state or federal grants please indicate what grant money was used and the ration of grant money and Measure funds. Please indicate the

PROJECT COST BREAKDOWN BY FUNDING SOURCE

Name of Project/Program Listed Above	Measure C ADA Compliance Funding	Amount	Other Measure C Funding	Amount	List Other Funding Source	Amount	List Other Funding Source	Amount	Total Project Expenditures
Sample Bike & Widening Project	ADA	100,000.00	Bicycle Funds	250,000.00	Local Funds	350,000.00		-	700,000.00
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		100,000.00		250,000.00		350,000.00		-	700,000.00

Total FYXX/XX ADA Compliance Expenditures: \$ -

NOTES: (Use this area to provide further clarification on your report.)

MEASURE C EXTENSION
LOCAL TRANSPORTATION PROGRAM PASS THROUGH REVENUE FOR FLEXIBLE FUND SUB PROGRAM
FY 20XX-XX EXPENDITURE REPORTING REQUIREMENTS

(Completed form must be submitted to FCTA no later than November 15 or future funds will be stopped until compliance is met.
Complete one form for each Sub Program and detail the expenditures in the Schedule of Projects on the 2nd page.)

TO:	Fresno County Transportation Authority				Date Accepted
FROM:	ELIGIBLE AGENCY		(Name of Agency)		by FCTA
Address:	_____				Board
Contact Name:	_____	Phone:	_____	FAX:	_____
Email Address:	_____				

Local Transportation Program

Flexible Funds Sub Program Reporting for FYXX/XX:

Total Flexible Funds Revenue Allocations to Date: \$ 2,596,057.38

Flexible Beginning Fund Balance:	-	This amount should match your prior year Ending Balance reported to Authority.
Flexible Prior Year Adjustments:	-	This amount reflects adjustments made to this program after your prior year reports were filed. Indicate supporting details below. They should match this amount.
Flexible Funds Adjusted Beginning Fund Balance:	-	This amount adds for you and will reflect your adjusted Beginning Balance after prior year adjustment.
Flexible Funds Facilities Revenues:	-	This amount should match the revenue allocations reported to you by the Authority and your Financial Reports.
Flexible Funds Interest Revenue:	-	This amount represents interest revenue allocated to the sub program by the Agency for the fiscal year, as required.
Total Flexible Funds Available Fund Balance:	\$ -	This amount represents available fund balance to the sub program before expenditures by the Agency for the fiscal year.
Total Flexible Funds Expenditures:	-	This amount represents your expenditures for the fiscal year for this sub program and should match the expenditures on page 2 of this report and your Financial Reports.
<i>(You must detail expenditures below:)</i>		
Net Change (+/-)	-	Net Change calculates for you (i.e. Revenue minus Expenditure)
<hr style="border-top: 3px double #000;"/>		
FYXX/XX Flexible Funds Ending Balance:	\$ -	This amount will be your Beginning Balance on next fiscal year's report.
<i>(Ending Balance reflect reserve balances.)</i>		

Approximately 15% of Measure C Extension Local Transportation Program funds is provided to local agencies for "flexible" funding programs or for any transportation project they feel is warranted (example: transit, pothole repair, match for new federal or State programs expended after July 1, 2007. Any transportation project is eligible for "flexible funding". Such projects include, but are not limited to the following: Capacity increasing street and road projects; rehabilitation/maintenance/reconstruction projects; signals and other stop control devices or signage; medians; street trees and street landscaping; street lighting; easements dedicated to a local agency such as public utility easements, pedestrian and landscaping easements; bridges both car and pedestrian; alleys (new and maintenance and repair of existing alleys); street striping including centerlines, fog lines, crosswalks and bike lanes; Intelligent Transportation Systems (ITS) projects; bicycle/trail/pedestrian projects; aviation projects; rail projects; public transit projects; overhead and audit costs and other transportation-related improvements/projects (bus stop facilities, street sweepers, detour equipment, etc.).

Further clarification of eligible expenditures for the Flexible Funds Sub Program or the Local Transportation Program can be found in the Measure C Extension Local Agency Handbook.

Completed By: _____	Title: _____	Date: _____
----------------------------	---------------------	--------------------

This Reporting Form was prepared under the direction of the Public Works Director, Engineer, Transit Administrator or Other Authorized Official of the agency listed above. By filing this form you are certifying that expenditures listed on this form are valid expenditures and to the best of your knowledge reflect your financial statements.

Local Transportation Program

Flexible Funds Schedule of Expenditures for FYXX/XX:

TOTAL PROJECT COSTS

ELIGIBLE AGENCY[illegible]

Notes: (* Provide a sampling of the types of expenditures for the projects listed above and if you have a prior year adjustment you need to explain it in the area provided below.) Expenditures listed above will be audited for compliance.

It is the intent of the Measure to leverage funds wherever possible. If you are using Measure C funds to leverage other state or federal grants please indicate what grant money was used and the ration of grant money and Measure funds. Please indicate the

PROJECT COST BREAKDOWN BY FUNDING SOURCE

Name of Project/Program Listed Above	Measure C Flexible Funding	Amount	Other Measure C Funding	Amount	List Other Funding Source	Amount	List Other Funding Source	Amount	Total Project Expenditures
Sample Bike & Widening Project	Flexible	100,000.00	Bicycle Funds	250,000.00	Local Funds	350,000.00		-	700,000.00
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		100,000.00		250,000.00		350,000.00		-	700,000.00

Total FYXX/XX Flexible Funds Expenditures: \$ -

NOTES: (Use this area to provide further clarification on your report.)

MEASURE C EXTENSION
LOCAL TRANSPORTATION PROGRAM PASS THROUGH REVENUE FOR PEDESTRIAN/TRAILS FACILITIES SUB PROGRAM
FY 20XX-XX EXPENDITURE REPORTING REQUIREMENTS

(Completed form must be submitted to FCTA no later than November 15 deadline or future funds will be stopped until compliance is met.
Complete one form for each Sub Program and detail the expenditures in the Schedule of Projects on the 2nd page.)

TO:	Fresno County Transportation Authority		Date Accepted by FCTA Board
FROM:	<u>ELIGIBLE AGENCY</u>	(Name of Agency)	
Address:	<hr/>		
Contact Name:	<hr/>	Phone: <hr/>	FAX: <hr/>
Email Address:	<hr/>		

Local Transportation Program

Pedestrian/Trails Facilities Sub Program Reporting for FYXX/XX:

Total Pedestrian/Trails Facilities Revenue Allocations to Date: \$ 673,858.34

Pedestrian/Trails Facilities Beginning Fund Balance:	-	This amount should match your prior year Ending Balance reported to Authority.
Ped./Trails Prior Year Adjustments:	-	This amount reflects adjustments made to this program after your prior year reports were filed. Indicate supporting details below. They should match this amount.
Pedestrian/Trails Adjusted Beginning Fund Balance:	-	This amount adds for you and will reflect your adjusted Beginning Balance after prior year adjustment.
Pedestrian/Trails Facilities Revenues:	-	This amount should match the revenue allocations reported to you by the Authority and your Financial Reports.
Pedestrian/Trail Interest Revenue:	-	This amount represents interest revenue allocated to the sub program by the Agency for the fiscal year, as required.
Pedestrian/Trails Facilities Available Fund Balance:	\$ -	This amount represents available fund balance to the sub program before expenditures by the Agency for the fiscal year.
Total Pedestrian/Trails Facilities Expenditures:	-	This amount represents your expenditures for the fiscal year for this sub program and should match the expenditures on page 2 of this report and your Financial Reports.
<i>(You must detail expenditures below:)</i>		
Net Change (+/-)	-	Net Change calculates for you (i.e. Revenue minus Expenditure)
<hr style="border-top: 3px double #000;"/>		
FYXX/XX Pedestrian/Trails Facilities Ending Balance:	\$ -	This amount will be your Beginning Balance on next fiscal year's report.
<i>(Ending Balance reflect reserve balances.)</i>		

Approximately 3% of Measure C Extension Local Transportation Program funds is provided to local agencies to fund significant improvements to the existing and planned pedestrian and trail systems. This will minimize traffic disruption and maximize safety for trail users and pedestrians.

Pedestrian/Bicycle Trails projects eligible for the Pedestrian/Trails Facilities sub program. Such projects include the following: Pedestrian/Bicycle trail facilities; signage and striping; Master Plan preparation and updates and other Program-related facilities and support facilities.

By January 1, 2012, all jurisdictions who receive these funds within Fresno County will have updated and/or adopted a Master Plan for Pedestrian/Trail Facilities that promotes connectivity within all of Fresno County and its urban areas. If any jurisdiction fails to meet this goal, the earmarked funds for Pedestrian and Trails facilities shall be withheld by the Authority until such time as a jurisdiction is in compliance. Jurisdictions with less than 25,000 population threshold are exempt from the earmarked funds for pedestrian/bicycle trails and earmarked funds for bicycle facilities. Jurisdictions with population threshold of 25,000 - 75,000 may combine the earmarked funds for implementing projects conforming to any of the provided definitions and jurisdictions with a population threshold greater than 75,000 must meet each of the earmark targets for 1) Pedestrian/Bicycle Trails and 2) Bicycle Facilities.

Every five years there will be a compliance test where jurisdictions must certify to the Authority that they have spent their earmark funds, but the time frame allows funds to accumulate up to a five year segment if needed for match purposes or a large project than the spending goals must be met thereafter.

Further clarification of eligible expenditures for the Pedestrian/Trails Facilities Sub Program or the Local Transportation Program can be found in the Measure C Extension Local Agency Handbook.

Completed By: _____ **Title:** _____ **Date:** _____

This Reporting Form was prepared under the direction of the Public Works Director, Engineer, Transit Administrator or Other Authorized Official of the agency listed above. By filing this form you are certifying that expenditures listed on this form are valid expenditures and to the best of your knowledge reflect your financial statements.

Local Transportation Program

Pedestrian/Trails Facilities Schedule of Expenditures for FYXX/XX:

TOTAL PROJECT COSTS

ELIGIBLE AGENCY

Name of Project/Program	Project Limits	Total Measure C Funding	*Prior Year Ped/Trails Adjustments	Total Project Cost
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-

Notes: (* Provide a sampling of the types of expenditures for the projects listed above and if you have a prior year adjustment you need to explain it in the area provided below.) Expenditures listed above will be audited for compliance.

It is the intent of the Measure to leverage funds wherever possible. If you are using Measure C funds to leverage other state or federal grants please indicate what grant money was used and the ration of grant money and Measure funds. Please indicate the

PROJECT COST BREAKDOWN BY FUNDING SOURCE

Name of Project/Program Listed Above	Measure C Pedestrian Trails Funding	Amount	Other Measure C Funding	Amount	List Other Funding Source	Amount	List Other Funding Source	Amount	Total Project Expenditures
Sample Bike & Widening Project	Pedestrian/Trails	100,000.00	Bicycle Funds	250,000.00	Local Funds	350,000.00		-	700,000.00
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		-		-		-		-	-
		100,000.00		250,000.00		350,000.00		-	700,000.00

Total FYXX/XX Ped./Trail Facilities Expenditures: \$ -

NOTES: (Use this area to provide further clarification on your report.)

**MEASURE C EXTENSION LOCAL TRANSPORTATION
LOCAL TRANSPORTATION PROGRAM PASS THROUGH REVENUE FOR BICYCLE FACILITIES SUB PROGRAM
FY 20XX-XX EXPENDITURE REPORTING REQUIREMENTS**

(Completed form must be submitted to FCTA no later than November 15th or future funds will be stopped until compliance is met.
Complete one form for each Sub Program and detail the expenditures in the Schedule of Projects on the 2nd page.)

TO: **Fresno County Transportation Authority**

FROM: **ELIGIBLE AGENCY** _____ (Name of Agency)

Address: _____

Contact Name: _____ Phone: _____

FAX: _____

Email Address: _____

Date
Accepted
By FCTA

Local Transportation Program

Bicycle Facilities Sub Program Reporting for FYXX/XX:

Total Bicycle Facilities Revenue Allocations to Date: \$ 162,521.30

Bicycle Facilities Beginning Fund Balance: _____ -

This amount should match your prior year Ending Balance reported to Authority.

Prior Year Adjustments: _____ -

This amount reflects adjustments made to this program after your prior year reports were filed. Indicate supporting details below.
They should match this amount.

Bicycle Facilities Adjusted Beginning Fund Balance: _____ -

This amount adds for you and will reflect your adjusted Beginning Balance after prior year adjustment.

Bicycle Facilities Revenues: _____ -

This amount should match the revenue allocations reported to you by the Authority and your Financial Reports.

Bicycle Interest Revenue: _____ -

This amount represents interest revenue allocated to the sub program by the Agency for the fiscal year, as required.

Bicycle Facilities Available Fund Balance: \$ _____ -

This amount represents available fund balance to the sub program before expenditures by the Agency for the fiscal year.

Total Bicycle Facilities Expenditures: _____ -
(You must detail expenditures below:)

This amount represents your expenditures for the fiscal year for this sub program and should match the expenditures on page 2
of this report and your Financial Reports.

Net Change (+/-) _____ -

Net Change calculates for you (i.e. Revenue minus Expenditure)

FYXX/XX Bicycle Facilities Ending Balance: \$ _____ -

(Ending Balance reflect reserve balances.)

This amount will be your Beginning Balance on next fiscal year's report.

Approximately 1% of the Measure C Extension Local Transportation Program is provided to fund significant improvements to the existing and planned bicycle facilities and/or systems. This will minimize traffic disruption and maximize safety for bicyclists.

By January 1, 2012 all jurisdictions within Fresno County will have updated and/or adopted a Master Plan for bicycle facilities that promotes connectivity within all of Fresno County and its urban areas. If any jurisdiction fails to meet this goal, the earmarked funds for bicycle facilities shall be withheld by the Authority until such time as a jurisdiction is in compliance. Jurisdictions with less than 25,000 population threshold are exempt from the earmarked funds for pedestrian/bicycle trails and earmarked funds for Bicycle Facilities. Jurisdictions with population threshold of 25,000 - 75,000 may combine the earmarked funds for implementing projects conforming to any of the provided definitions and jurisdictions with a population threshold greater than 75,000 must meet each of the earmark targets for 1) Pedestrian/Bicycle Trails and 2) Bicycle Facilities.

Bicycle projects are eligible for Bicycle Sub Program funding. Such projects include the following: Class II Bicycle Facilities, signage and striping; Master Plan preparation and updates and other program-related facilities and support facilities.

Every five years there will be a compliance test where jurisdictions must certify to the Authority that they have spent their earmark funds, but the time frame allows funds to accumulate up to a five year segment if needed for match purposes or a large project than the spending goals must be met thereafter.

Further clarification of eligible expenditures for the Bicycle Facilities Sub Program or the Local Transportation Program can be found in the Measure C Extension Local Agency Handbook.

Completed By: _____

Title: _____

Date: _____

This Reporting Form was prepared under the direction of the Public Works Director, Engineer, Transit Administrator or Other Authorized Official of the agency listed above. By filing this form you are certifying that expenditures listed on this form are valid expenditures and to the best of your knowledge reflect your financial statements.

ELIGIBLE AGENCY

Notes: (* Provide a sampling of the types of expenditures for the projects listed above and if you have a prior year adjustment you need to explain it in the area provided below.) Expenditures listed above will be audited for compliance.

PROJECT COST BREAKDOWN BY FUNDING SOURCE

Total FYXX/XX Bicycle Facilities Expenditures:	\$	-
---	-----------	----------

NOTES: (Use this area to provide further clarification on your report.)

APPENDIX K

GUIDELINES FOR LOCAL TRANSPORTATION PURPOSES

EXPENDITURE

I. Streets and Roads Purposes

a. Construction Categories and Examples

The following are examples of types of work included in street and road construction:

- The removal of old street and roadbeds and structures, and detour expense when connected with a construction project
- Change of alignment, profile, and cross-section
- Addition of a frontage street or road
- Original surfacing of shoulders
- The installation of original traffic signs and markers on routes
- Earthwork protective structures within or adjacent to the right of way area
- A complete reconstruction or an addition to a culvert
- Reconstruction of an existing bridge or installation of a new bridge
- Widening of a bridge
- Installations or extensions of curb, gutter, sidewalks or underdrain
- Extensions and new installations of walls
- Reconstruction of an intersection and approximate approaches to a substantially higher type involving a change in its character and layout including changes from a plain intersection to a major channelized intersection or to a grade separation and ramps
- Placing sufficient new material on soil surface or gravel street or road to substantially improve the quality of the original surface
- Improvement of a surface to a higher type
- Bituminous material of 1" or more placed on bituminous or concrete material. A lesser thickness may be considered construction provided the engineer shall certify that the resulting pavement is structurally adequate to serve anticipated traffic
- Remix existing bituminous surfacing with added materials to provide a total thickness of 1" or more. A lesser thickness may be considered construction provided the engineer shall certify that the resulting pavement is structurally adequate to serve anticipated traffic
- Stabilization of street or road base by additive, such as cement, lime or asphaltic material
- Widening of existing street or roadbed or pavement, with or without resurfacing
- Addition or auxiliary lanes such as speed change, storage, or climbing lanes
- Resurfacing, stabilizing or widening of shoulders including necessary connections to side street or road approaches
- Installation or addition to landscape treatment such as sod, shrubs, trees, irrigation, etc.
- Extending old culverts and drains and replacing headwalls
- Replacement of bridge rails and floors to a higher standard
- Replacement of retaining walls to a higher standard
- Replacement of all major signs or traffic control devices on a street or road
- The installation of a new sign or the replacement of an old sign with one of superior design such as increased size, illumination, or overhead installation
- Installation or improvement of traffic signal controls at intersections and protective devices at railroad grade crossings
- Installation or expansion of street or road lighting system

- Replacement in kind, when legally required, of structures, which are required to be relocated for street and road purposes
- Undergrounding of utility lines
- Construction of bikeways when they are an integral part of the Public Streets and Highways System
- Extension or new installation of guardrail, fences, raised medians or barriers for traffic safety
- Initial painting, rearrangement, or repainting to a higher standard of pavement striping and markings
- Construction of pedestrian underpasses or overhead crossings for the general public use
- The purchase and installation of traffic signal control equipment is eligible as a construction item. This includes traffic actuated equipment, radio or other remote control devices and related computers and the portion of preemption equipment not mounted on motor vehicles
- Construction of drainage facilities which are required to drain roads and streets are eligible as a construction item. For this purpose those portions of the drainage system listed below may be financed with such funds:
 - Cross culverts regardless of angle of crossing
 - Storm drains, culverts, or drainage channels which are required to be constructed or reconstructed by improvement of the roadway
 - Longitudinal storm drains or other longitudinal culverts, including manholes
 - Cross or longitudinal gutters at intersections
 - Catch basins and related pipes. The term 'catch basin' shall include outlet structures or curb openings. Eligible 'catch basin' must be located within the road or street system rights of way, or as close to the curb return joining the road or street system as practicable considering the location of obstructions and/or hydraulic considerations
- Purchase of right of way for streets or road purposes may be made. Funds may also be expended for relocation expenses necessitated by right of way acquisitions in accordance with Sections 7260-7274 of the Government Code

b. Maintenance categories and examples

The following are examples of types of work included in street and road maintenance:

- Scarifying, reshaping and restoring material losses
- Applying dust palliatives
- Patching, repairing, surface treating, and joint filling on bituminous or concrete surfaces
- Jacking concrete pavements
- Repair of traveled way and shoulders
- Bituminous material of less than 1" added to bituminous material including seal coats
- Remix existing bituminous surfacing with added materials to provide a total thickness of less than 1"
- Patching operations including base restoration
- Resealing street or road shoulders and side street and road approaches
- Reseeding and resodding shoulders and approaches
- Reshaping of drainage channels and side slopes
- Restoration of erosion controls
- Cleaning culverts and drains
- Removing slides and restoring facilities damaged by slides
- Mowing, tree trimming and watering
- Replacing top soil, sod, shrubs, trees, irrigation facilities, etc. on street and roadside

- Repairing curb, gutter, rip-rap, underdrain and culverts, and drains
- Cleaning, painting and repairing bridges and structures
- All snow control operations such as erection of snow fences and the actual removal of snow and ice from the traveled way
- Repainting of pavement, stripings and markings to the same standards
- Repainting and repairing of signs, guardrails, traffic signals, lighting standards, etc.
- Servicing lighting systems and street or road traffic control devices
- Furnishing of power for street or road lighting and traffic control devices

2. Public Transportation Purposes

a. The following are examples of public transportation systems

- Acquisition of real property
- Construction of facilities and buildings
- Purchase and replacement of vehicles (including those usable by handicapped persons)
- System administration, operation, maintenance, and repair. For such purposes the following expenses are allowable:
 - Administration - costs for policy determination, general management, accounting services, sale of tokens and passes, printing and distributing route information, management transportation and travel expense, etc.
 - Operations - all activities relating to carrying of passengers including dispatching of buses or trains; passenger census for scheduling purposes, supervision of drivers, scheduling of drivers and vehicles and the direct supervision of operations activities
 - Maintenance and Repair - maintenance and repair of vehicles, including revenue, service, maintenance and administration vehicles. Also maintenance and repair of equipment, buildings and facilities related to the transit system including tracks, tunnels, bridges, grade separations, subways, maintenance and administration buildings, etc.
- Planning and contributions to the transportation planning process,
 - The term "transportation planning process" has reference to that joint effort of all governmental agencies with transportation responsibilities within a given region or metropolitan area by which plans are developed in a continuing and coordinated manner and which is documented annually by the adoption of an annual work program evidencing the respective contributions in moneys and staff time of the respective agencies to that effort
 - Payment for any of which purposes may take the form of direct expenditures or payment of principal and interest on equipment trust certificates, bonded or other indebtedness, or any amounts in accomplishment of a defeasance of any outstanding revenue bond indenture

When Measure C funds are to be used in concert with Transportation Development Act monies, all applicable statutes and administrative codes (as published by Caltrans) must also apply to the Measure C funds. This would include such requirements as farebox recovery requirements and using the Uniform System of Accounts and Records adopted by the State Controller pursuant to Section 99243 of the Public Utilities Code

b. Aid to public transportation research and demonstration projects

3. Bicycle and Pedestrian Facilities and Program Purposes

a. Construction of facilities, including related engineering expenses, intended for the exclusive use of pedestrians and bicycles. Examples of facilities include, but are not limited to:

- New bikeways serving major transportation corridors
 - Secure bicycle parking at employment centers
 - Secure bicycle parking at employment centers
 - Park-and-ride lots
 - Transit terminals
 - b. Maintenance of bikeways which are closed to motorized traffic
 - c. The funding of bicycle safety education programs
4. Airport Improvement and Aviation Program Purposes
- Examples of eligible projects include:
- a. Airport Marking Systems - Purchase and installation of segmented circles, airport markings, wind socks, traffic pattern indicators, wind tees and tetrahedrons
 - b. Bond Servicing - Servicing of revenue or general obligation bonds issued to finance capital improvement projects for airport and aviation purposes. Bond servicing means the payment of interest and of underwriting fees. Bond servicing includes the payment of principal debt.
 - c. Fencing - Purchase and installation of airport perimeter fencing and, for general aviation purposes, air side fencing
 - d. Lighting - Purchase and installation of airport lighting equipment to meet general aviation needs
 - e. Navigation Aids - Fixed electronic or visual devices designed to assist the pilot of an aircraft to determine his location and flight path. Navigation aids include, but are not limited to, rotating beacons and approach aids such as localizer transmitters, approach lights, runway end identifier lights, and visual approach slope indicators (VASI)
 - f. Noise Monitoring - Purchase and installation of noise monitoring equipment to meet general aviation needs
 - g. Obstruction/Hazard Removal - Removal of obstructions from runway safety areas, clear zones, or approach surfaces as defined in Federal Aviation Regulations Part 77, and removal of obstructions that penetrate the other imaginary surfaces specified in Federal Aviation Regulations Part 77, if they have been determined by the Federal Aviation Administration or the department to constitute a hazard
 - h. Parking and Tiedown - Construction and reconstruction of aircraft parking and tiedown areas to meet general aviation needs, including grading and drainage
 - i. Project Services - Project services include services provided by appraisers, architects, engineers, environmentalists, and science-oriented services necessary to accomplish required environmental documentation, airport design, contract drawings, plans and specifications, preliminary studies, reports and drawings, soils investigation, mapping, construction staking and testing, land surveys and project inspections
 - J. Property Acquisition - Real property acquisition costs include appraisal and escrow fees, but do not include legal or administrative costs. Real property may be acquired for the following purposes:
 - Avigation Easements. Acquisition of interests in airspace as may be reasonably required for safeguarding aircraft operations in the vicinity of an aircraft landing facility
 - Clear Zones. Acquisition of property interest in "runway clear zones" as defined and provided for in Federal Aviation Regulations Part 152
 - Land Acquisition. Land acquisition must be for the development and improvement of general aviation airports. Land may be acquired for:
 - Airport drainage, airport encroachment protection (maximum rectangular area extending 2,200 feet beyond runway end and 250 feet on either side of runway centerline), air side use (runways, taxiways, ramps, airplane loading areas, hangars, safety purposes), meeting airport permit conditions, navigation aids, and overrun

protection (maximum rectangular area extending 1,000 feet beyond runway end and 250 feet on either side of runway centerline)

k. Radio Communication Equipment - Purchase and installation of aviation radio communication equipment and facilities which remain under sponsor operation and control

l. Runways and Taxiways - Construction and reconstruction of runways and taxiways including grading and drainage

m. Service Roads - Roads closed to the public which are for the purpose of providing access for emergency vehicles, airport service vehicles, and vehicles authorized by airport management

n. Surfacing - Runway, taxiway, and aircraft parking surfacing to general aviation standards, including seal coats

o. Water and Sanitary Systems - Water supply or sanitary disposal systems for airport use

5. Rail Facility and Service Purposes

a. Payments to the National Railroad Passenger Corporation (AMTRAK) for passenger rail service under Section 403(b) of the Federal Rail Passenger Service Act (45 USC Section 563(b))

b. Payments to a railroad corporation subject to the jurisdiction of the Public Utilities Commission and engaged in the transportation of persons, as defined in Section 208 of the PUC, for operating losses incurred in such transportation of persons between points within the city and county, as the case may be, and for that portion of the operating losses incurred in such transportation of persons in the city and county, as the case may be, whose origin or destination, or both, are outside the city and county

c. Contracts negotiated by a city or county with the appropriate railroad corporation to provide passenger rail service which is to be primarily operated within its jurisdiction. Adjacent cities or counties may jointly negotiate and contract with the appropriate railroad corporation to provide passenger rail service which is to be primarily operated within their jurisdictions.

d. Any county or city may enter into an agreement with the Department of Transportation for the extension of passenger rail services, or the upgrading of other commuter rail services, for all or a portion of its required contribution toward the cost of providing such services

e. Intermodal passenger facilities for connection with a railroad line and interfacing with other modes of transportation

f. Abandoned railroad rights-of-way acquisition when such acquisition is proposed to be used for a transportation purpose

g. Grade separations

6. Administration and Planning

a. Administration - costs for policy determination, general management, accounting services, travel expense, etc.

b. Planning and contributions to the transportation planning process

- The term "transportation planning process" has reference to that joint effort of all governmental agencies with transportation responsibilities within a given region or metropolitan area by which plans are developed in a continuing and coordinated manner and which is documented annually by the adoption of an annual work program evidencing the respective contributions in moneys and staff time of the respective agencies to that effort

