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**Regular Council Meeting
January 16, 2022**

2022 JAN 15 P 3:02
CITY OF FRESNO
CITY CLERK'S OFFICE

FRESNO CITY COUNCIL



Information Packet

ITEM(S)

File ID 22-1008, 3-A

WORKSHOP – Measure C3 Renewal

Contents of Supplement:

Revised PowerPoint Presentation

Item(s)

Supplemental Information:

Any agenda related public documents received and distributed to a majority of the City Council after the Agenda Packet is printed are included in Supplemental Packets. Supplemental Packets are produced as needed. The Supplemental Packet is available for public inspection in the City Clerk's Office, 2600 Fresno Street, during normal business hours (main location pursuant to the Brown Act, G.C. 54957.5(2)). In addition, Supplemental Packets are available for public review at the City Council meeting in the City Council Chambers, 2600 Fresno Street. Supplemental Packets are also available on-line on the City Clerk's website.

Americans with Disabilities Act (ADA):

The meeting room is accessible to the physically disabled, and the services of a translator can be made available. Requests for additional accommodations for the disabled, sign language interpreters, assistive listening devices, or translators should be made one week prior to the meeting. Please call City Clerk's Office at 621-7650. Please keep the doorways, aisles and wheelchair seating areas open and accessible. If you need assistance with seating because of a disability, please see Security.

Fresno County Transportation Authority
Fresno Council of Governments

Measure C Renewal - MC3



PROMISES MADE. PROMISES KEPT.

**Addressing Our
Transportation
Needs**

Original Measure C – 1986-2007 (20 Years)

\$700 million

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



Measure C Extension 2007-2027 (20 Years)

\$1.5 Billion

- 30% Urban and Rural State Highways and Freeways
- 70% Local Improvements & Services

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



Regional Setting

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

Fresno County Region

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

15 Incorporated Cities

2 Large- Fresno-Clovis Metropolitan Area

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

13 Small Rural Incorporated Cities

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

Fresno County-Unincorporated

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

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





**Renewal Plan
Technical Working
Group**

22 Meetings

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

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

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



Technical Working Group Responsibilities

Identify

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

Help

- Help develop preliminary recommendations to the Executive Committee

Draft

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

Provide

- Provide information and feedback to other related stakeholders

Project

- Project Identification and Prioritization Recommendations



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

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

MEASURE C EXECUTIVE COMMITTEE MEMBERSHIP

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

Executive Committee Responsibilities

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



Public Engagement Strategies

- 14 Workshops and Community Meetings
- Door to Door; 1,070 Spanish responses – Cantua Creek, Lanare, Tranquillity, Orange Cove, Parlier, Kerman, Caruthers, Biola, Hmong Community, Coalinga, Del Rey, Five Points, Huron, Sanger, Kingsburg, San Joaquin, Punjabi Community
- Community Events
- Virtual Meetings
- Online & In-Person Surveys; 2,800 surveys, 2,000 comments
- 2 Public Opinion Polls – Just Short of 5,500 responses



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

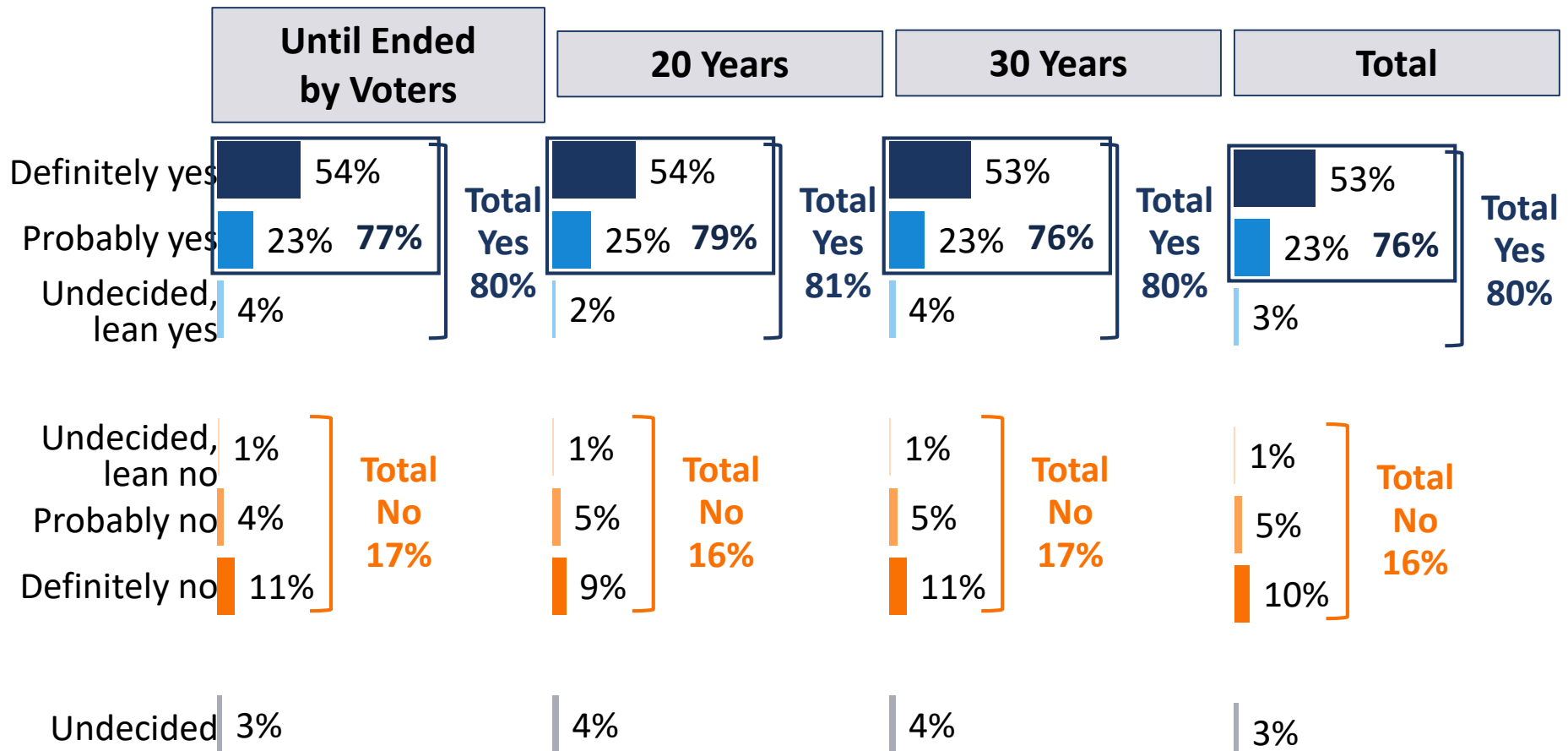
Poll #1 Taken: 2/11/21 – 3/16/22

Poll #2 Taken: 3/15/22 – 4/18/22

Voter Opinion Poll

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

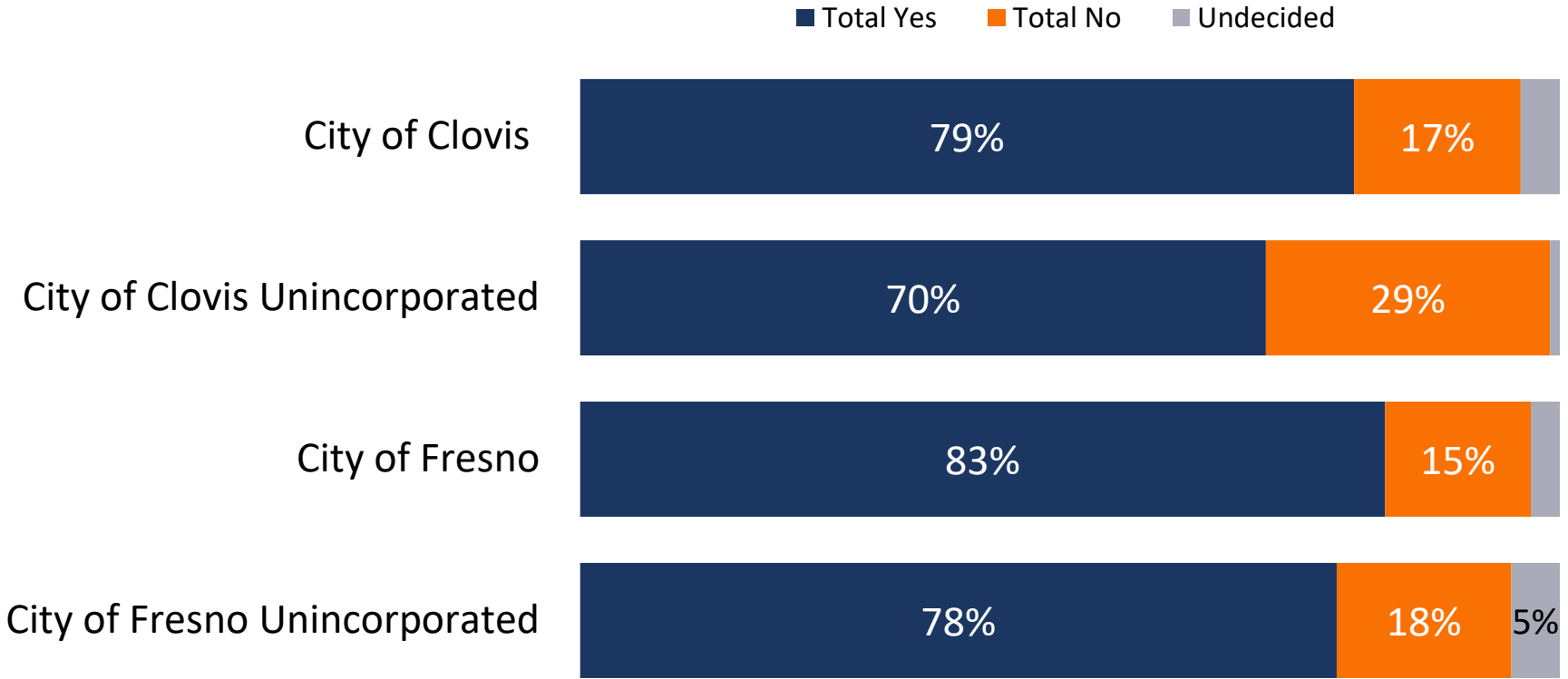
(Each Duration MOE = +/-4.7%; Total MOE = +/-2.7%)



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

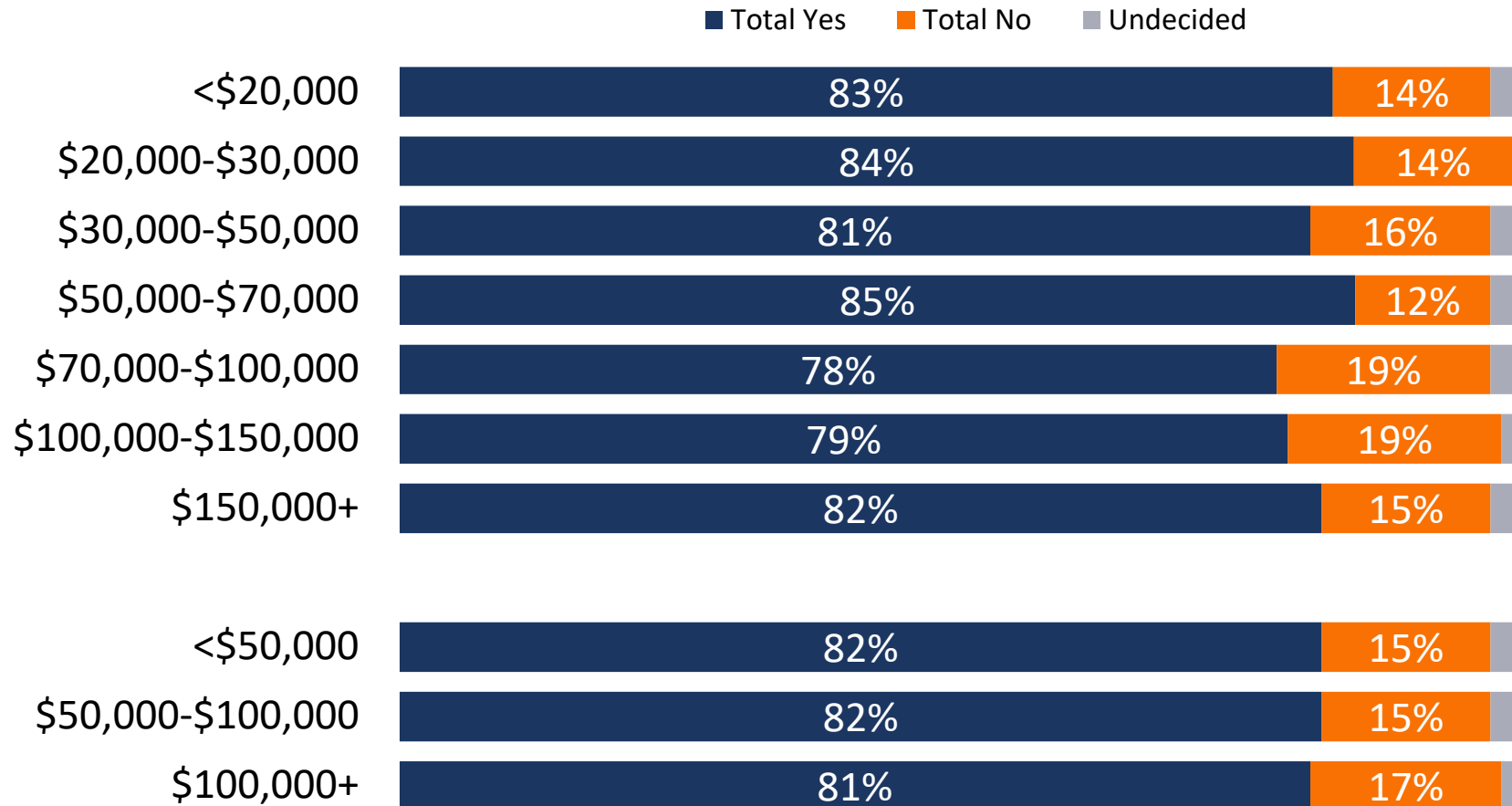
There is strong support across the Fresno-Clovis Area, with a high of 83 percent voting yes in the City of Fresno and a low of 70 percent in the unincorporated area just outside Clovis.

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



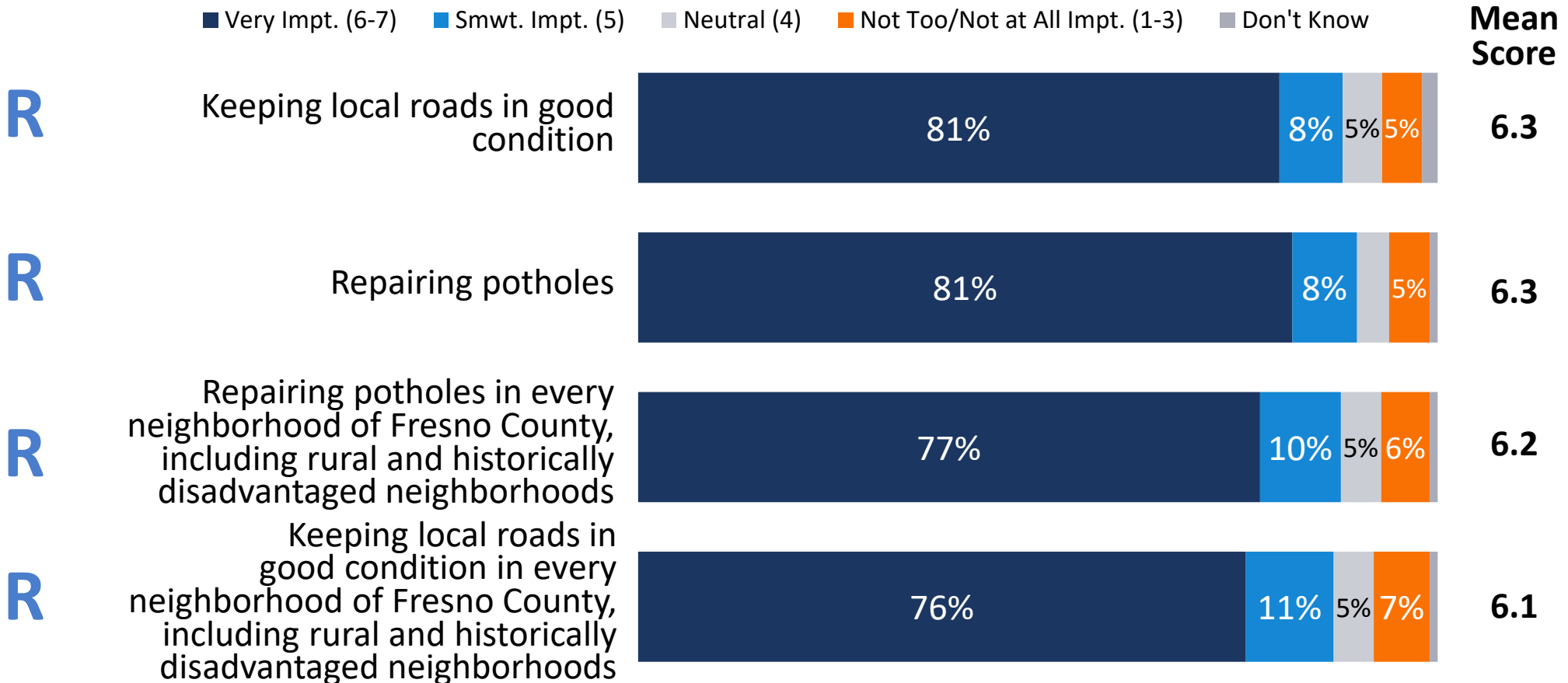
There are no meaningful differences in the level of support for the measure by annual household income groupings - all demonstrate high levels of support.

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



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

(Ranked by Very Important: 6-7)

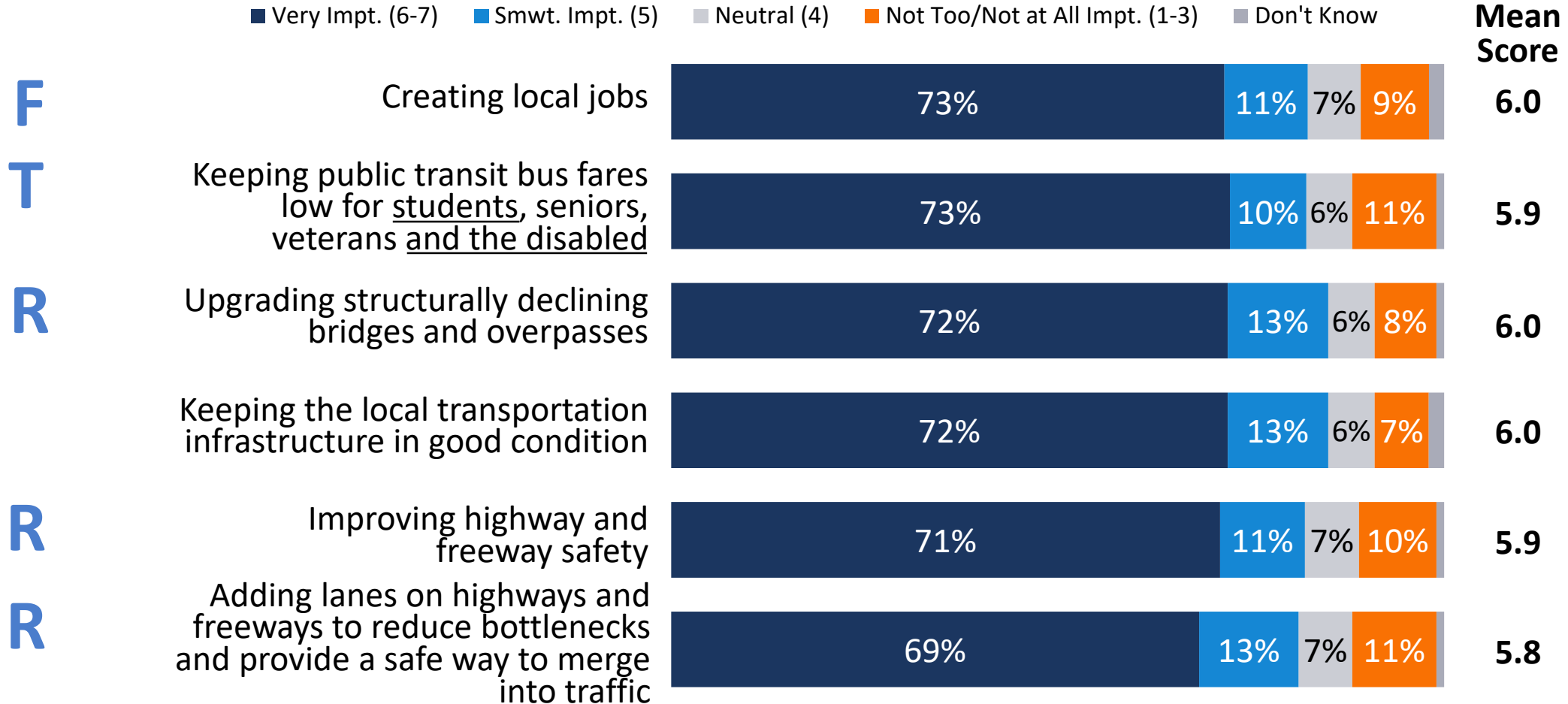


Q. I am going to mention some features and provisions of the proposed **Fresno County Transportation Continuation Measure** we are discussing. Regardless of your opinion of the measure, please tell me how important it is to you that the feature or provision be included as part of the measure. We will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

Continued

(Ranked by Very Important: 6-7)

■ Very Impt. (6-7)
 ■ Smwt. Impt. (5)
 ■ Neutral (4)
 ■ Not Too/Not at All Impt. (1-3)
 ■ Don't Know



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



Greatest
Remaining Need



Needs Assessment

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



Allocation Principles

Local Choice,
Local Control

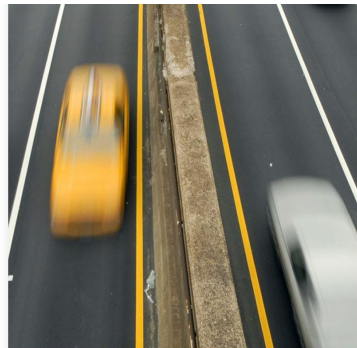
Flexibility

Fix it First

Improve Every
Neighborhood

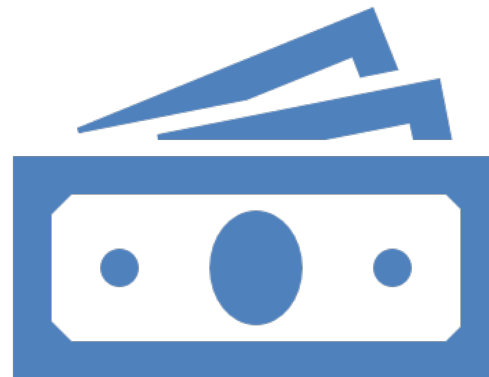
Improve
Safety

Equity



20 Year and 30 Year Revenue Projections

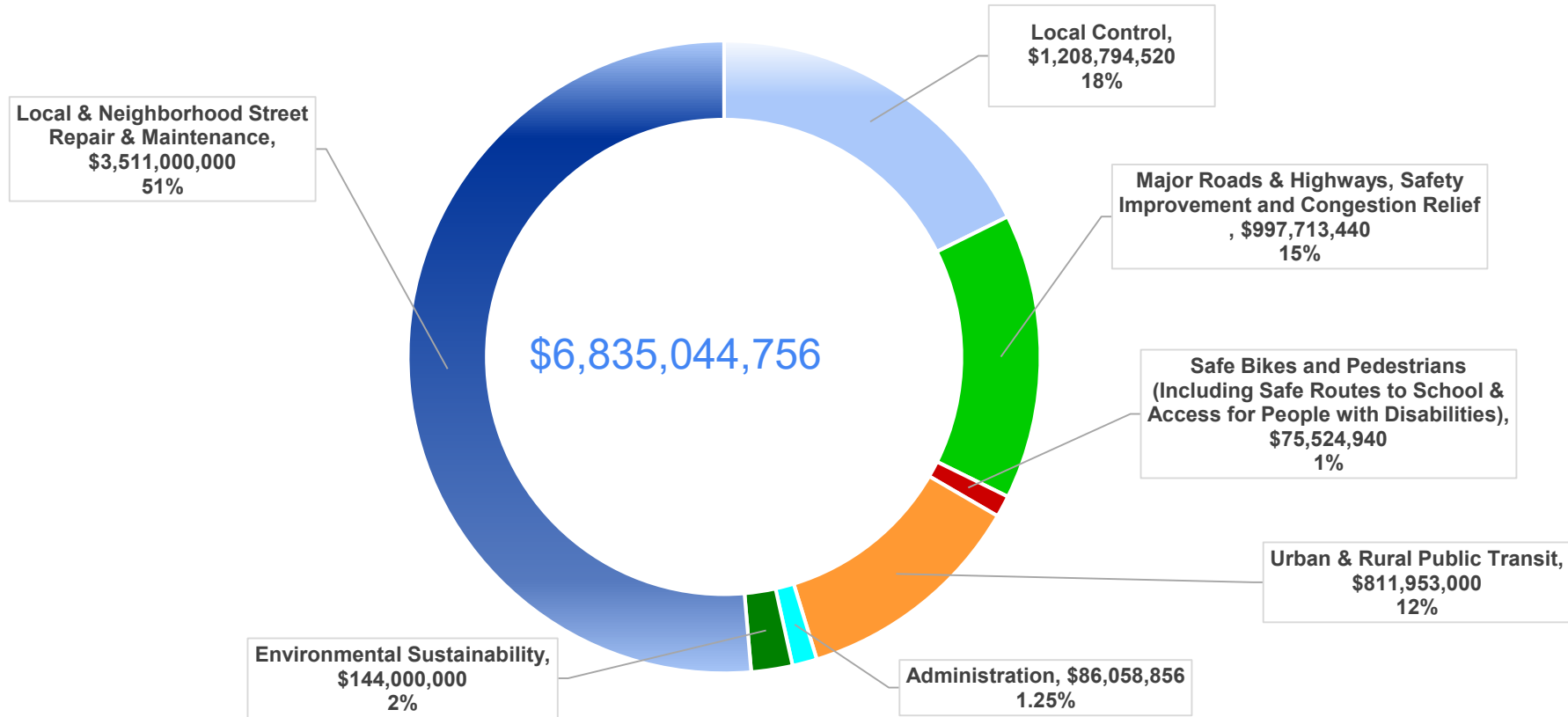
- 20 Year — \$4 billion
- 30 Year — \$6.8 billion



Allocations

BY PROGRAM

Measure C
Funding Allocations
By Program



Allocations

BY PROGRAM

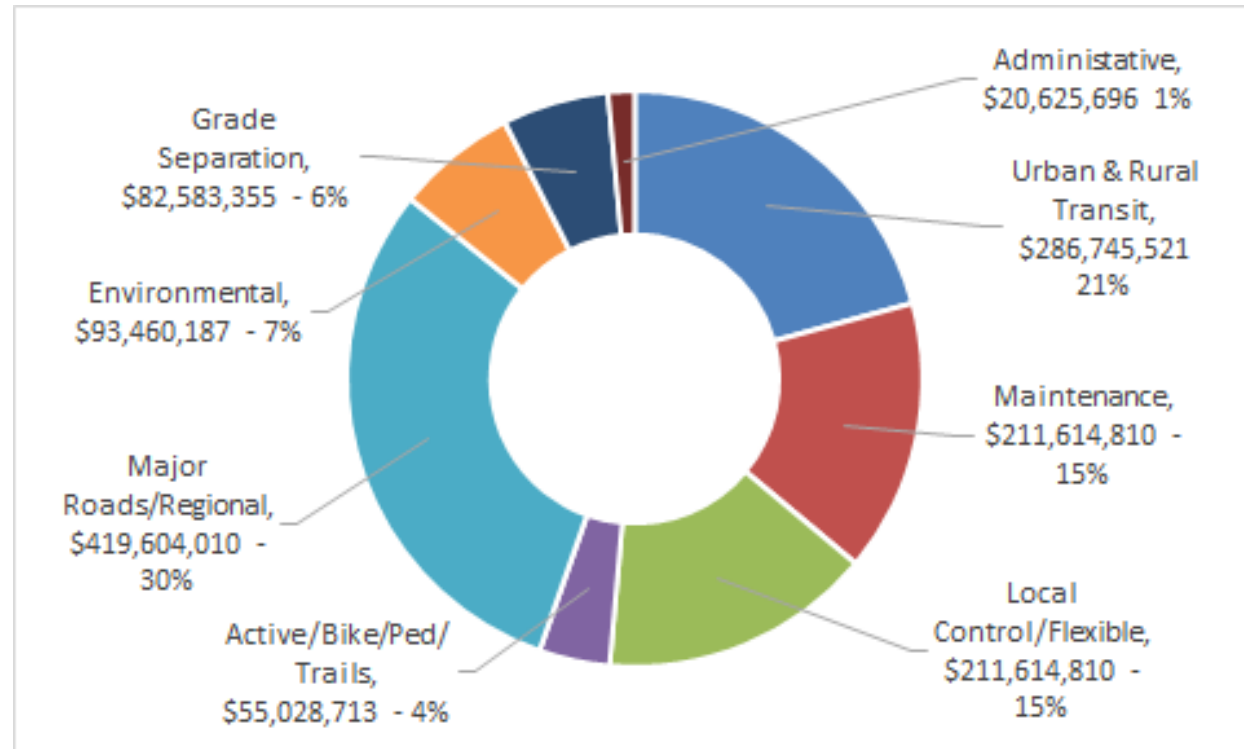
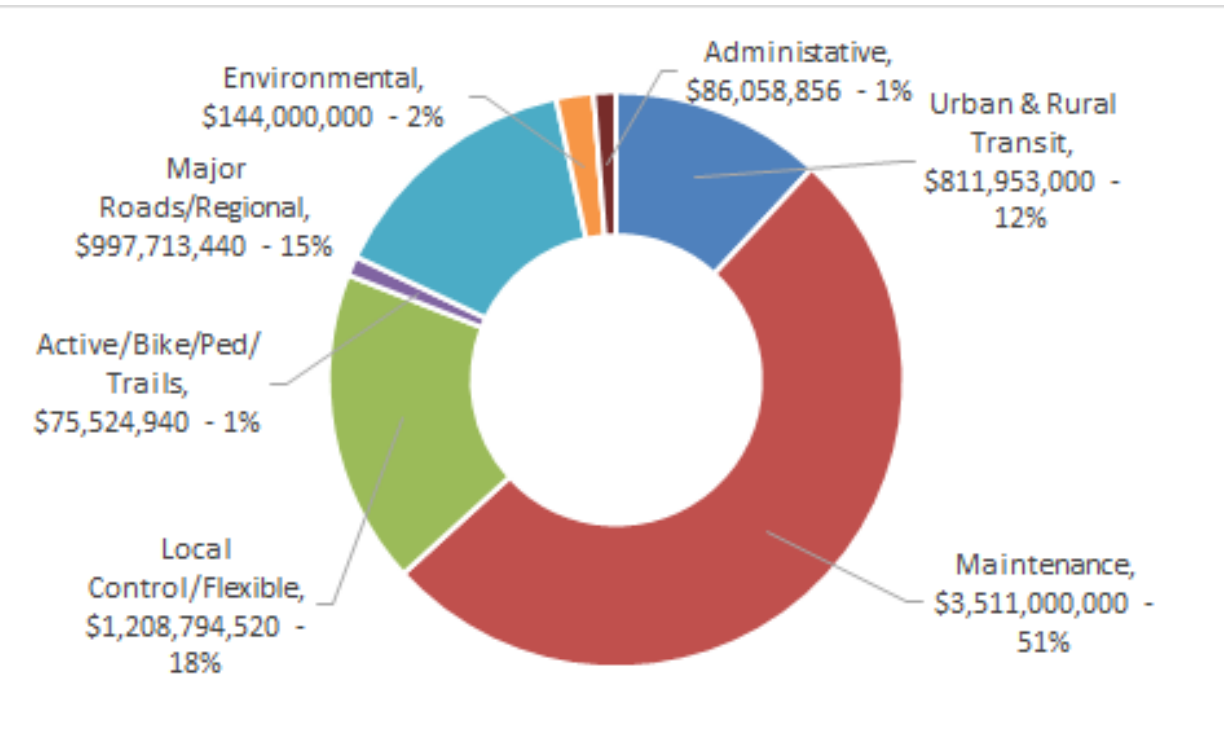
Measure C Renewal Program		Percent of Total	30-Year Funding Estimate	Percent of Total Need Meet by All Funding Sources Including Measure C
1	Local & Neighborhood Street Repair & Maintenance	51%	3,511,000,000	64%
2	Local Control	18%	1,208,794,520	89%
3	Safe Bikes and Pedestrians (Including Safe Routes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



COMPARISON

Measure C 3

2006 Extension



Improve Every Neighborhood



- No less than 30% of each agency's Community Streets Program funding must be spent in disadvantaged areas
- Restriction remains in effect until agency's average PCI for the disadvantaged areas is a minimum PCI of 65
- Investments must continue until all areas PCI reach 70
- Performance measures to be implemented to monitor and ensure success
- Bonding and/or borrowing to accelerate repairs
- Delivering projects faster = lower costs and quicker user benefits

Measure C 3

Local Program Allocations

BY AGENCY

AGENCY	Measure C 3 30-Year Apportionment
Clovis	\$ 577,855,695
Coalinga	\$ 69,196,730
Firebaugh	\$ 32,376,516
Fowler	\$ 29,414,298
Fresno	\$ 2,779,079,955
Huron	\$ 28,275,367
Kerman	\$ 65,270,367
Kingsburg	\$ 58,709,643
Mendota	\$ 47,821,219

AGENCY	Measure C 3 30-Year Apportionment
Orange Cove	\$ 39,791,905
Parlier	\$ 60,804,739
Reedley	\$ 107,393,155
San Joaquin	\$ 16,972,795
Sanger	\$ 113,431,849
Selma	\$ 100,787,707
County of Fresno	\$ 1,317,696,922
FCRTA	\$ 162,390,600
TOTAL	\$ 5,607,272,460

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



City of Fresno Allocation

2022 Measure C Renewal vs. 2006 Measure C

Program	Measure C 3 30-Year		Measure C 2 20-Year	
	Apportionment	Percent	Apportionment	Percent
Local & Neighborhood Street Repair & Maintenance	\$ 1,618,622,679	46.10%	\$ 103,086,193	43.78%
Local Control/Flexible	\$ 557,272,066	46.10%	\$ 103,086,193	43.78%
Safe Bikes & Pedestrians	\$ 34,818,109	46.10%	\$ 31,968,153	51.93%
Urban & Rural Transit - FAX	\$ 568,367,100	70.00%	\$ 210,860,369	70.00%
	\$ 2,779,079,955		\$ 449,000,908	

Major Road and Highways Program Allocations

City of Fresno

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

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

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

City of Fresno will receive **80% of the Urban funds**, Clovis will receive 20%; close match to the relative populations

Fresno can expect approximately **\$1.517 billion** from this program

Local Allocations

C i t y o f F r e s n o

Local Programs:

- Local and Neighborhood Street Repair and Maintenance \$1.615 billion
- Urban and Rural Transit \$568 million
- Safe Bikes and Pedestrians \$35 million
- Local Control \$556 million

Local Programs Total:

\$2.774 billion

Major Roads and Highways Program:

\$1.517 billion

Includes \$35 million FYI Airport

Total City of Fresno: \$4.3 billion

MC3 Urban Tier 1 Project List

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



MC3 Urban Tier 2 Project List

Project ID	Title	Description	Agency	Inflated Project Costs
9	SR 41 - Van Ness Ave to San Joaquin River	Corridor Preservation Operational Improvement Projects	Caltrans	\$ 411,424,405
21	SR 99 / Herndon - Widen Undercrossing	Widen Undercrossing to 5 Lanes	Fresno	\$ 32,160,683
12	SR 41 / Divisadero on/off ramps	Reconfigure for SB dual rights; and EB dual lefts on Divisadero at NB on-ramp	Caltrans	\$ 4,946,168
16	SR 41, SR 99, SR 168, SR 180 Smart Corridor Projects	Smart Corridor Projects (\$5 million / Mile @ 54 Miles along SR 41, SR 99, SR 168, and SR 180) Operational Improvements - Phase 2	Caltrans	\$ 204,199,613
25	SR 99 Interchange-Central & Chestnut	Central/Chestnut/SR 99-Improve Interchange(Dependent on extension of Measure)	Caltrans	\$ 164,872,280
27	Clovis-Behymer to Copper	Unconstructed to 6 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal	Clovis	\$ 10,966,276
48	SR 168 / Shepherd Interchange	New Interchange	Clovis	\$ 75,758,056
	Blackstone BRT Corridor Smart Mobility Improvements	Blackstone south of Dakota: 6 Lane Divided to 4 Lane Divided with Class IV bicycle facilities, midblock pedestrian crossings, transit and pedestrian-scale improvements	Fresno	\$ 75,629,486
10	SR 41 / Ashlan Avenue	Ashlan Avenue Interchange Improvement - Reconfigure interchange to either a Single Point Urban Interchange (SPUI) or a Diverging Diamond configuration. <i>Additional study required to determine the appropriate design</i>	Caltrans	\$ 136,133,075
11	SR 41 / Bullard Avenue	Bullard Avenue Interchange Improvement - Re-configure interchange to either a Single Point Urban Interchange (SPUI) or a Diverging Diamond configuration. <i>Additional study required to determine the appropriate design</i>	Caltrans	\$ 136,133,075
13	SR 41 / Shaw Avenue	Shaw Avenue Interchange Improvement – Add a 3rd lane to the SB on ramp for ramp meter queuing and a 3rd lane to the SB off-ramp at the terminus	Caltrans	\$ 30,251,794



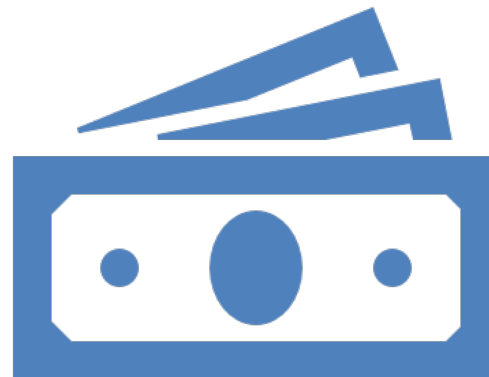
MC 3 Urban Tier 2 Project List (Cont.)

Project ID	Title	Description	Agency	Inflated Project Costs
31, 32, 33,34	McCall-Shaw to Shepherd	2 Lane Undivided to 6 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics; Primarily Developmnet Funded	Clovis	\$ 37,814,743
35, 39, 40	Shepherd-Armstrong to Del Rey	3 Lane Undivided to 4 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Clovis	\$ 30,251,794
50	Willow-Barstow to Copper	Complete widening to 6 Lane Divided where needed and add bike lanes	Clovis	\$ 1,683,512
53,56,57	Grantland Ave - Ashlan to Parkway	4 Lane Divided 6 Lane Divided with bike lanes, sidewalks, curb, gutter, trail	Fresno	\$ 9,075,538
64	Jensen- Orange to Clovis	4 Lane Divided 6 Lane Divided with bike lanes, sidewalks, curb, gutter, trail	Fresno	\$ 32,475,301
65	Jensen-Clovis to Temperance	4 Lane Divided 6 Lane Divided with Class 1 bike path/trail	Fresno	\$ 18,559,476
66	Jensen-Fruit to Martin Luther King Blvd	2 Lane Undivided to 4 Lane Divided with bike lanes, sidewalks, curb, gutter, trail	Fresno	\$ 7,305,808
67	Jensen-Marks to Fruit	2 Lane Undivided to 4 Lane Divided with bike lanes, sidewalks, curb, gutter, trail	Fresno	\$ 10,966,276
68	Shaw - Blythe to Brawley	4 Lane Divided 6 Lane Divided (retrofit)	Fresno	\$ 4,053,740
73	Shaw Ave, Garfield to Polk	Widen from 2 Lane Undivided to 4 Lane Divided with bike lanes, sidewalks, traffic signals and synchronization	Fresno	\$ 12,236,851
74,75	Shepherd - Cedar to Willow	3 Lane Undivided to 4 Lane Divided with bike lanes and sidewalks, curb & gutter	Fresno	\$ 1,512,590
77	Temperance- Jensen to Belmont	2 Lane Undivided to 6 Lane Divided with bike lanes, trail, sidewalks, curb and gutter	Fresno	\$ 27,831,651
88	Willow-International to Copper Southbound	Willow-International to Copper Southbound: Widen to 3 Lanes	Fresno	\$ 946,881
89	Shaw and Leonard	Install Traffic signal, widen Shaw for second through lane and left-turn lanes	Fresno County	\$ 1,925,527
90	Willow - Copper to Friant	2 Lane Undivided to 4 Lane Divided	Fresno County/City of Fresno	\$ 7,425,303
129	Copper - Willow to Clovis	2 Lane Undivided to 6 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Clovis	\$ 22,688,846
130	Enterprise Trail	Pedestrian Bridge over SR 168 East of Temperance	Clovis	\$ 37,814,743
131	Clovis - Auberry Couplet north of Copper	Need Scope	Fresno County	\$ 12,100,718
Total:				\$ 1,559,144,211



Why 30
years?

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



Why 30 Years?

20-Year versus 30-Year

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

Why 30 Years?

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

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

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

Why 2022?

Polling is incredibly high

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

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

- Brings user benefits sooner
- Lowers the cost of repairs

Presidential Elections (2024) Tend to be Divisive

Why 2022?

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

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

Delay simply doesn't make sense

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

- The Plan is well thought out with substantial public input
- Plan is targeted towards the highest needs but has significant local control
- It is flexible, adaptable, and accountable
- The Plan is cost effective – deliver projects faster = lower costs
- Better roads benefit all types of transportation; cars, buses, bikes and pedestrians

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

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

Conclusion

Proposed Plan and its Programs

- Have wide support within the two renewal committees and the public at large
- Address the identified needs while providing significant local control over spending decisions
- Allow for early delivery of critical improvements through bonding or borrowing
- Delivering projects faster = lower costs and quicker community benefits
- Allow flexibility, now and in the future
- Are accountable – performance indicators and measures included
- Provide for equitable distribution of transportation projects and services
- Do not increase taxes
- **Invests \$4.3 billion in the City of Fresno**



PROMISES MADE. PROMISES KEPT.