

Fresno County Transportation Authority
Fresno Council of Governments

Measure C Renewal - MC3



PROMISES MADE. PROMISES KEPT.

**Addressing Our
Transportation
Needs**

Introduction – Measure C 1 and 2 History



Original Measure C – 1986-2007 (20 Years)

\$700 million

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



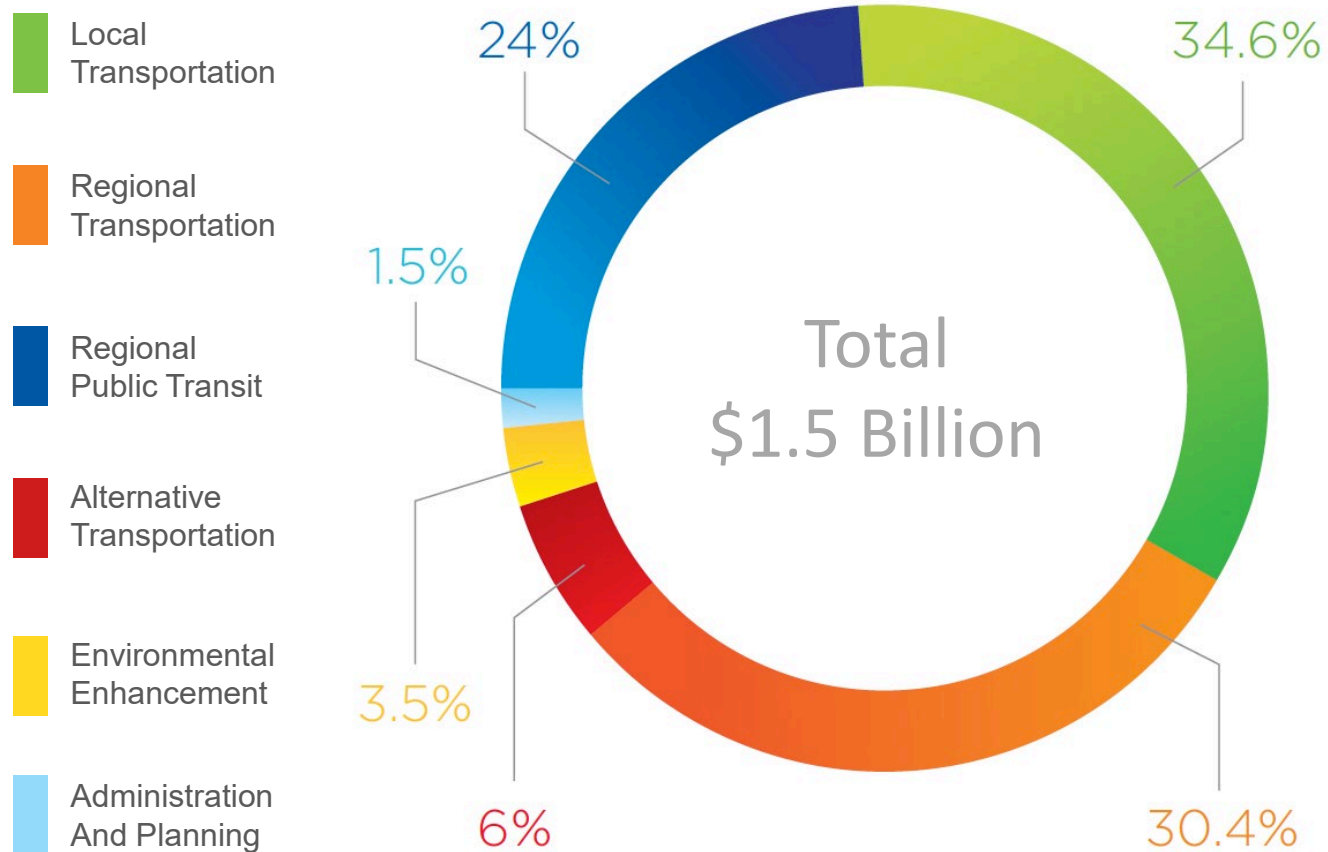
Measure C Extension 2007-2027 (20 Years)

\$1.5 Billion

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



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



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

Generates \$1.5 Billion in Measure C Proceeds

July 1, 2007 – June 30, 2027

Generates over \$922 Million in Matching Funds

As of 6/30/20



Measure C Renewal



MEASURE C • SHARING YOUR TRANSPORTATION NEEDS

Measure C Renewal

FCOG & FCTA
Started Effort
in 2020

COVID
Delayed Start
12 months



Measure C Renewal Process



Regional Setting

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

Fresno County Region

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

15 Incorporated Cities

2 Large- Fresno-Clovis Metropolitan Area

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

13 Small Rural Incorporated Cities

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

Fresno County-Unincorporated

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

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





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

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

MEASURE C EXECUTIVE COMMITTEE MEMBERSHIP

LOCAL GOVERNMENT	
1	David Cardenas, Mayor, Fowler/Co-Chair—EASTSIDE
2	Lynne Ashbeck, Mayor Pro Tem, Clovis/Co-Chair—METRO
3	Vong Mouanotoua, Councilmember, Clovis—METRO
4	Jerry Dyer, Mayor, Fresno--METRO, Gregory Barfield, Alternate
5	Eli Ontiveros, Mayor, Sanger—EASTSIDE
6	Gary Yep, Mayor, Kerman--WESTSIDE
7	Rolando Castro, Mayor, Mendota—WESTSIDE (Small Business Owner In Mendota)
8	Paul Nerland, County of Fresno--COUNTY
9	Sheriff Margaret Mims—COUNTY
10	Chief Greg Tarascou, Sanger Fire/Emergency Medical
BUSINESS/LABOR/ECONOMIC DEVELOPMENT/CIVIC SECTORS	
11	Lee Ann Eager, EDC—CIVIC
12	Scott Miller, Fresno Chamber—CIVIC
13	Thilani Grubel, Bitwise—BUSINESS/TECHNOLOGY, Jake Soberal, Alternate
14	Debbie Hunsaker, Alert O Lite—BUSINESS
15	Ryan Jacobsen, Farm Bureau—AG
16	Lorna Roush, Schultz Ranch—AG
17	Roger Van Gronigen, Van G Trucking—GOODS MOVEMENT
18	Chuck Riojas, Central CA Labor Council
19	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	Cinthy 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)



**Renewal Plan
Technical Working
Group**

22 Meetings

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

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

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

Executive Committee Responsibilities

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





Technical Working Group Responsibilities

Identify

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

Help

- Help develop preliminary recommendations to the Executive Committee

Draft

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

Provide

- Provide information and feedback to other related stakeholders

Project

- Project Identification and Prioritization Recommendations

Public Engagement & Polling



MEASURE C • SHARING YOUR TRANSPORTATION NEEDS

Public Engagement Strategies

- 14 Workshops 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

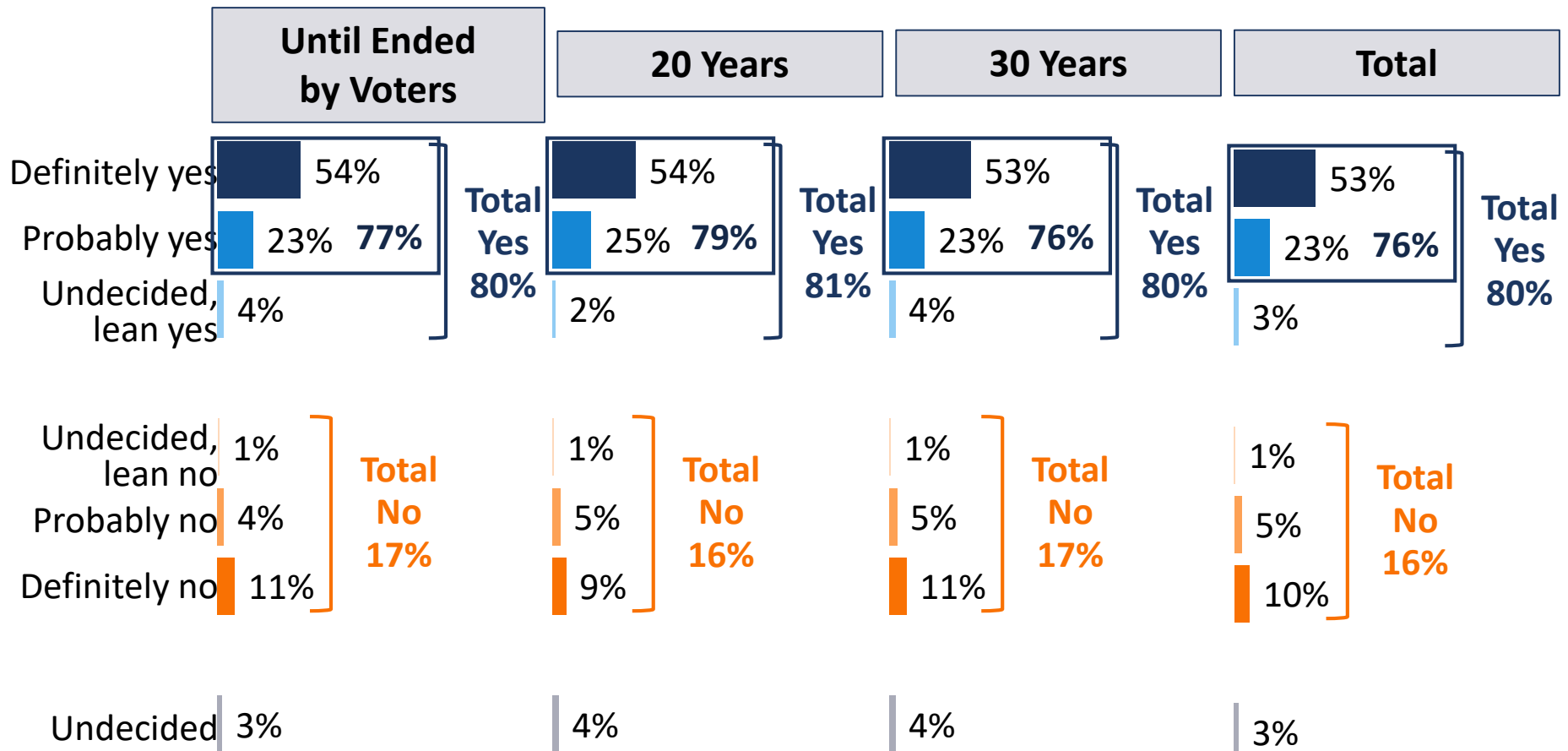
Poll #1 Taken: 2/11/21 – 3/16/22

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.

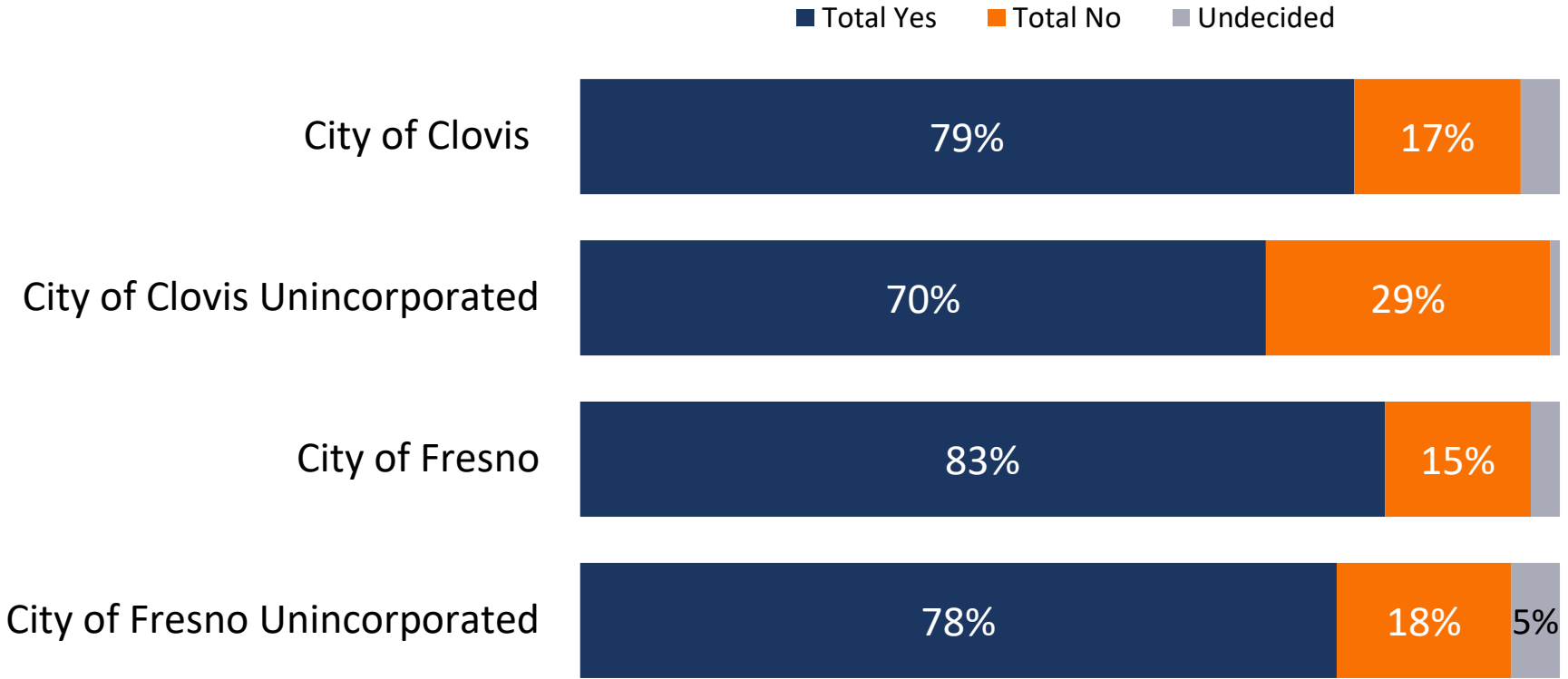
(Each Duration MOE = +/-4.7%; Total MOE = +/-2.7%)



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

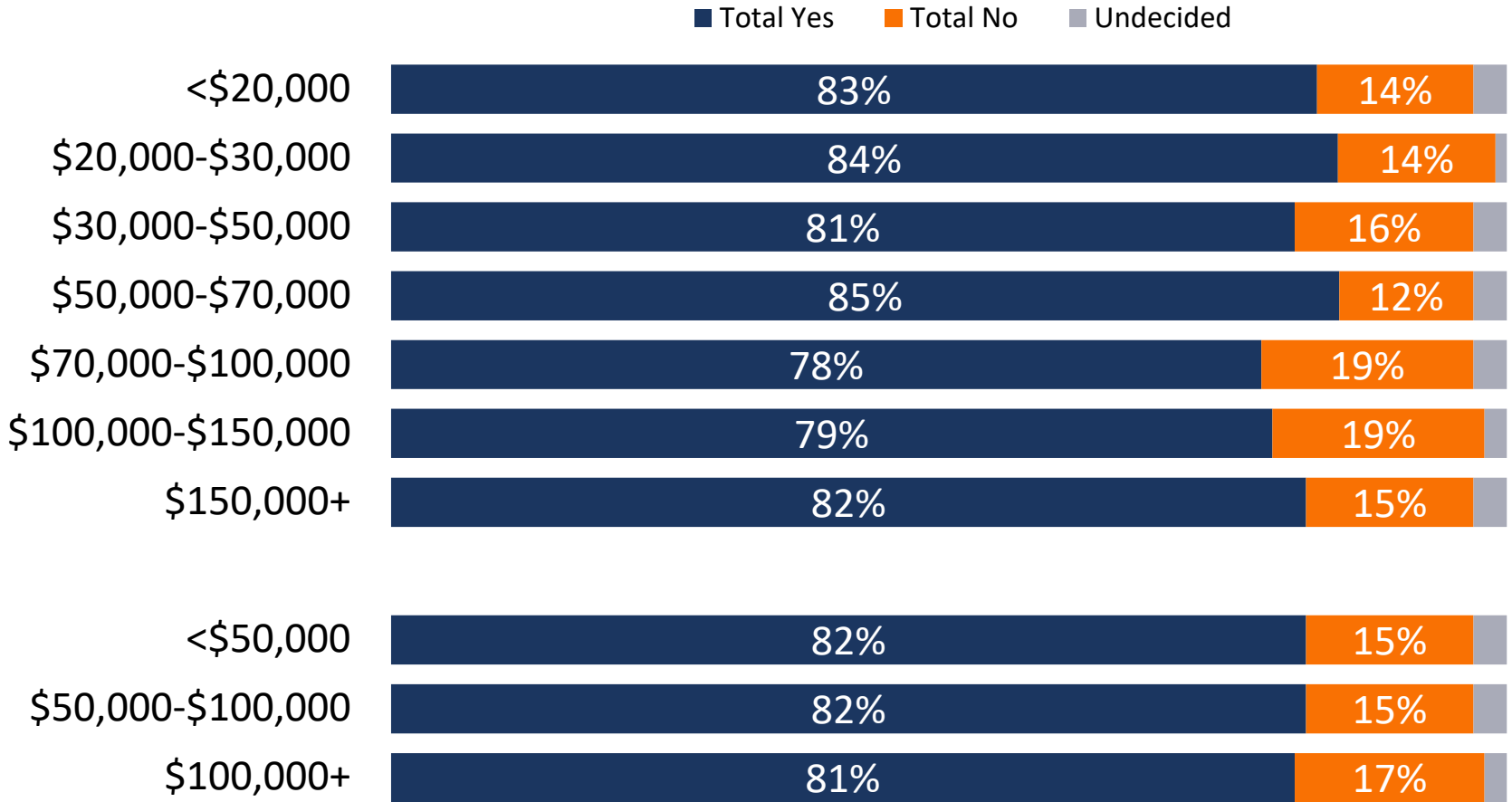
There is strong support across the Fresno-Clovis Area, with a high of 83 percent voting yes in the City of Fresno and a low of 70 percent in the unincorporated area just outside Clovis.

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



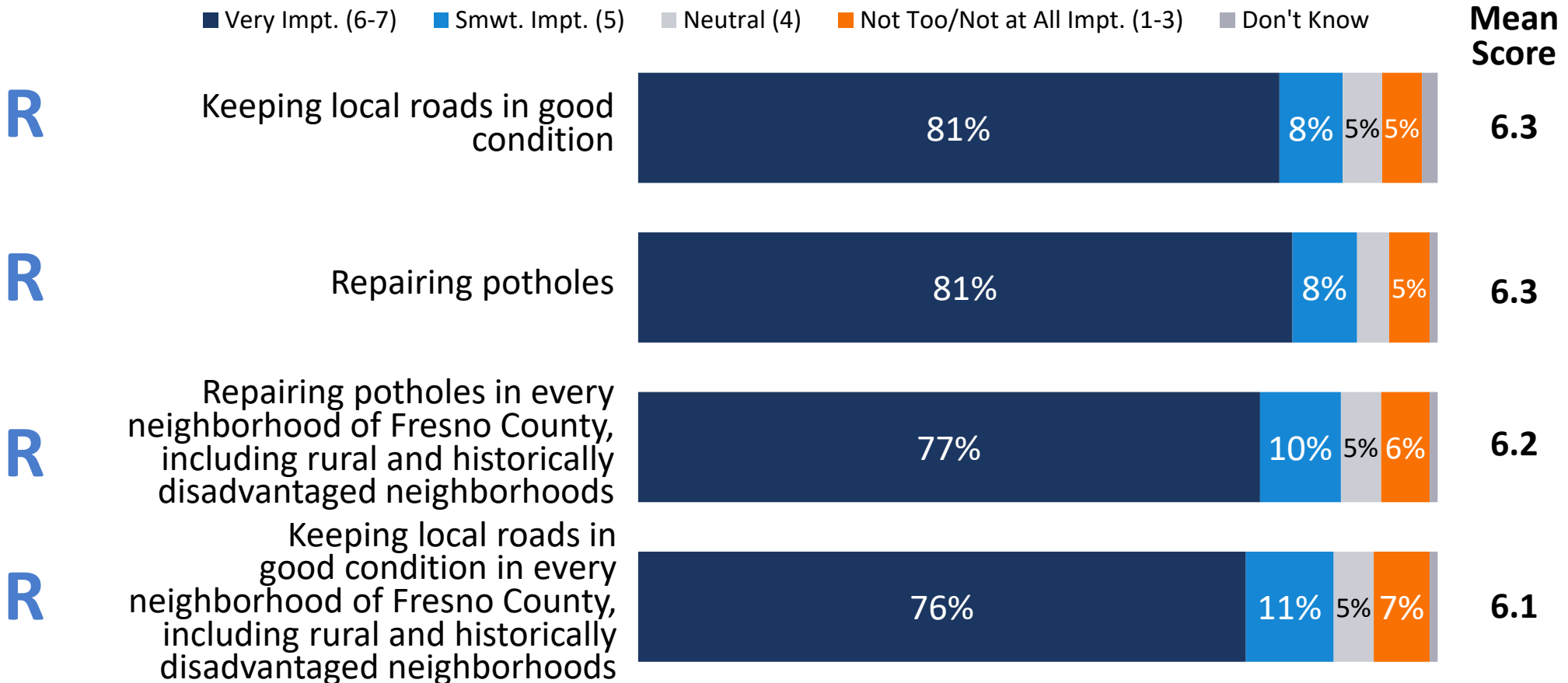
There are no meaningful differences in the level of support for the measure by annual household income groupings - all demonstrate high levels of support.

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.

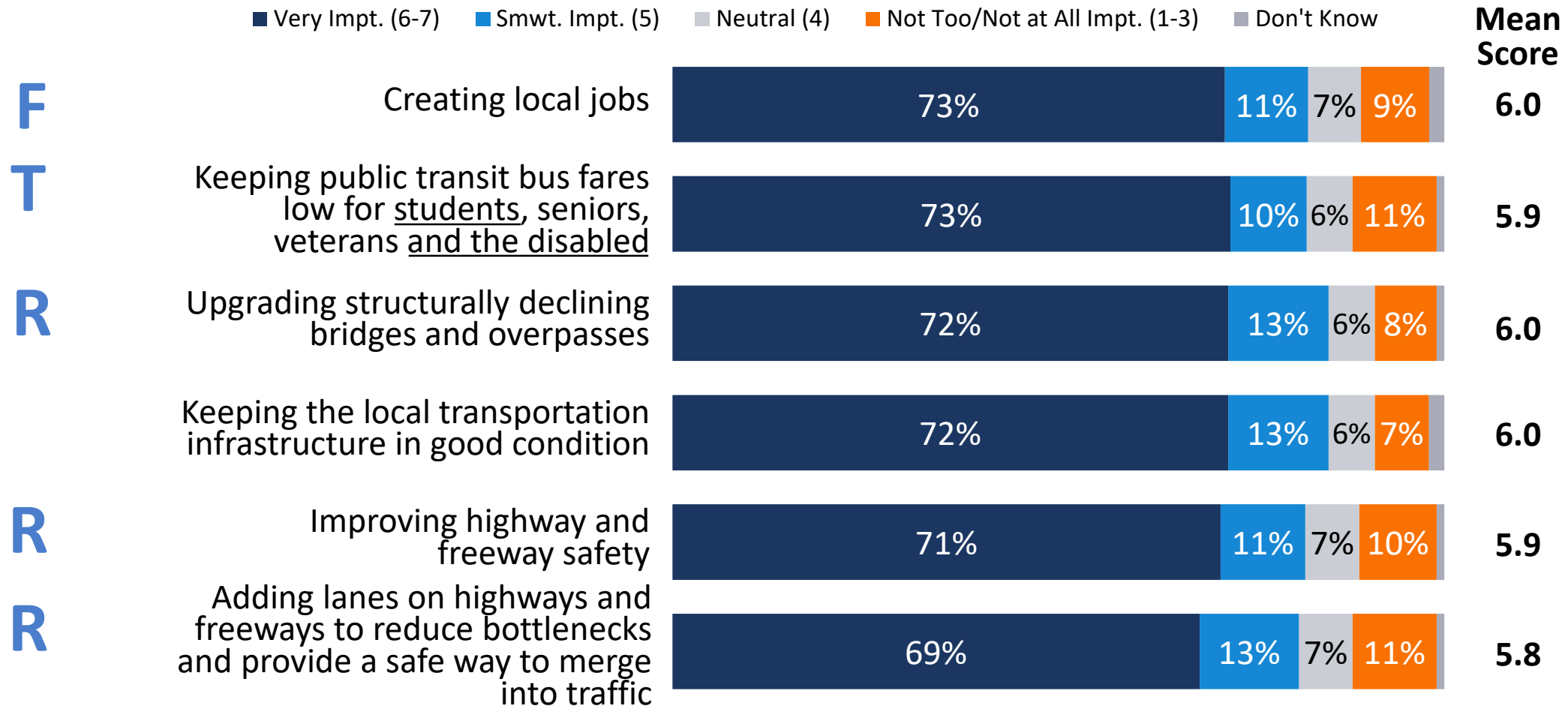
(Ranked by Very Important: 6-7)



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)



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



Greatest Remaining Need

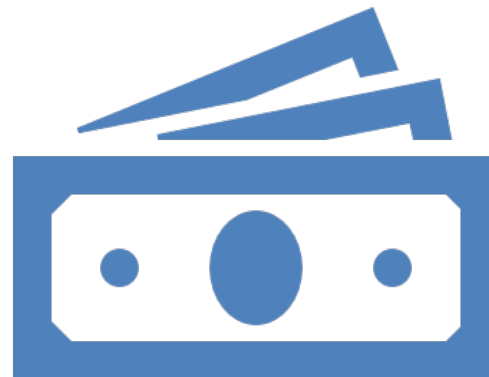


Allocation Plan Alternatives & Revisions



20 Year and 30 Year Revenue Projections

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

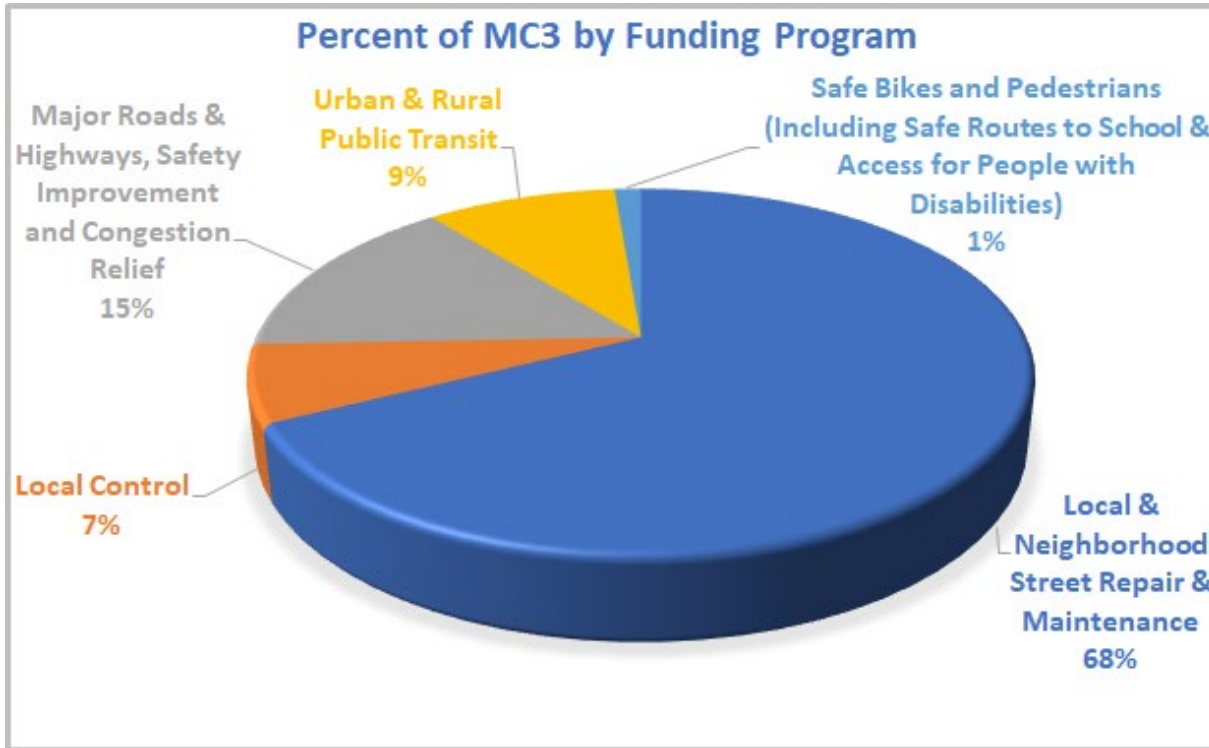


Needs Assessment

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



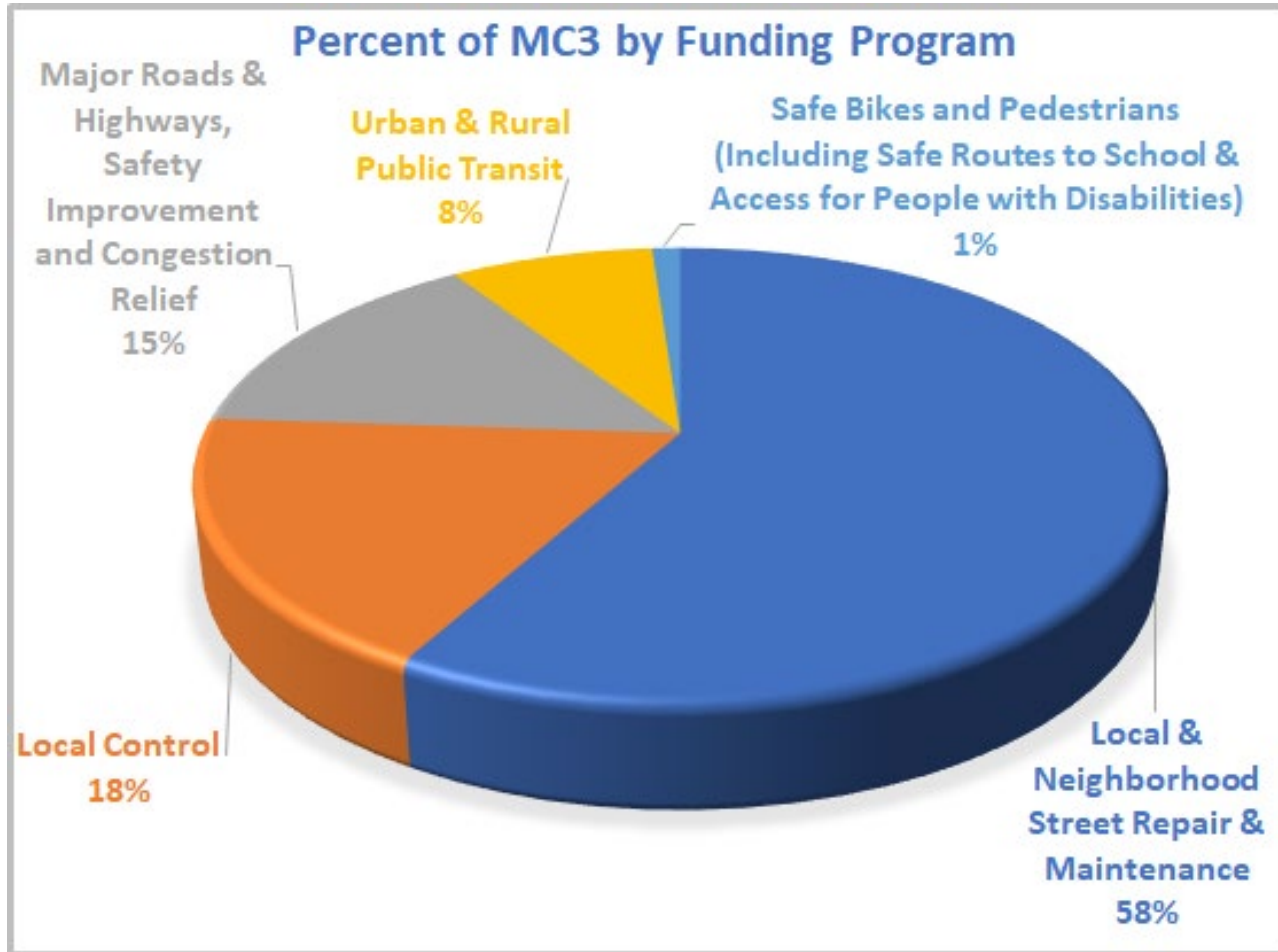
Proportional Allocation Alternative



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



Local Choice Allocation Alternative



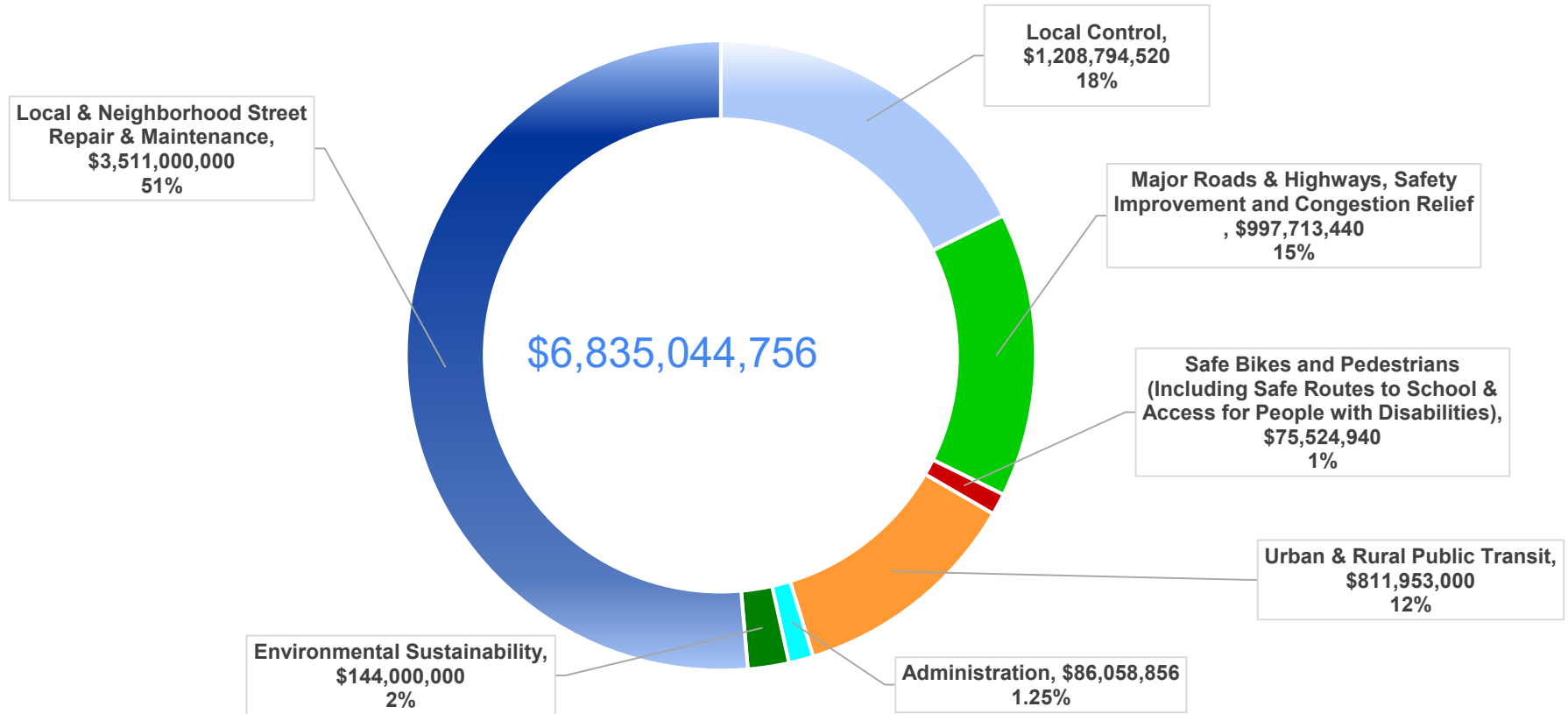
MC3 Program/Subprogram - Local Choice Alternative	Percent of 30-Year Need (Cost of Projects) Funded by Other Sources & MC3
Local and Neighborhood Street Repair and Maintenance	68%
Local Control	90%
Major Roads and Highways, Safety Improvement and Congestion Relief	78%
Urban and Rural Public Transit	84%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



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	



Allocation Principles

Local Choice,
Local Control

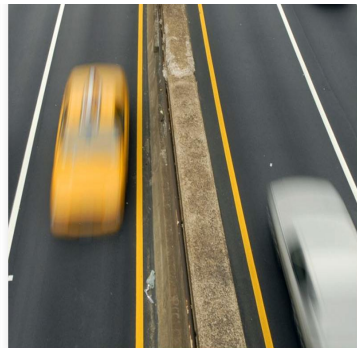
Flexibility

Fix it First

No
Neighborhood
Left Behind

Improve
Safety

Equity



No Neighborhood Left Behind



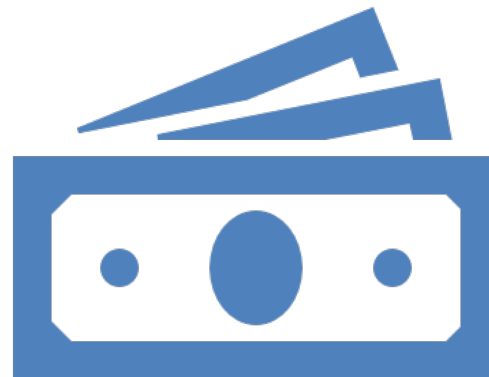
- No less than 30% of each agency's Community Streets Program funding must be spent in disadvantaged areas
- Restriction remains in effect until agency's average PCI for the disadvantaged areas is a minimum PCI of 65
- Investments must continue until all areas PCI reach 70
- Performance measures to be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

W h y 30 Years and W h y 2022 ?



20 Year and 30 Year Revenue Projections

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



Why 30 Years?

20-Year versus 30-Year

- The need for better roads cuts across all geographic areas, all economic spectrums, and all ethnicities
- Achieving a 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

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

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



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

City of Fresno

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

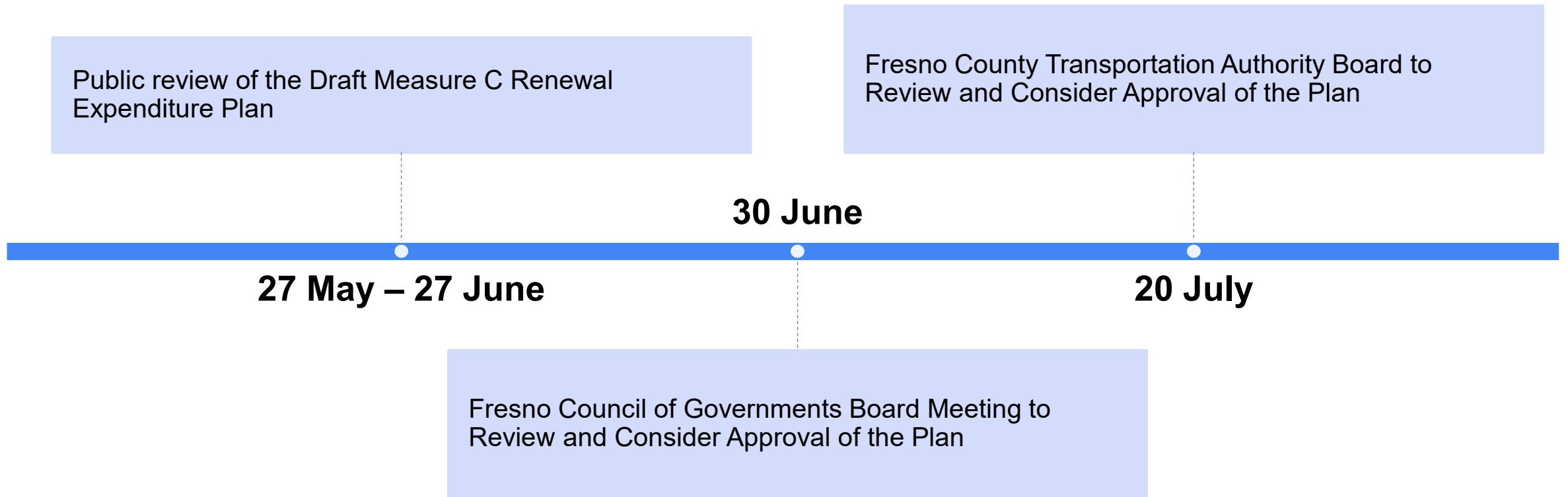
Major Roads and Highways Program:

\$1.517 billion (incl \$35 million FYI)

Total City of Fresno: \$4.3 billion

Next Steps

Next Steps





Conclusion



Conclusion

Proposed Plan and its Programs

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



PROMISES MADE. PROMISES KEPT.