



CITY of CLOVIS

Agenda • City Council Meeting

Council Chamber, 1033 Fifth Street, Clovis, CA 93612 (559) 324-2060

www.clovisca.gov

March 16, 2026

6:00 PM

Council Chamber

In compliance with the Americans with Disabilities Act, if you need special assistance to access the City Council Chamber to participate at this meeting, please contact the City Clerk at (559) 324-2060 (TTY – 711). Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the Council Chamber.

The Clovis City Council meetings are open to the public at the physical address listed above. There are numerous ways to participate in the City Council meetings: you are able to attend in person; you may submit written comments as described below; and you may view the meeting which is webcast and accessed at www.clovisca.gov/agendas.

Written Comments

- Members of the Public are encouraged to submit written comments at: www.clovisca.gov/agendas at least two (2) hours before the meeting (4:00 PM). You will be prompted to provide Council Meeting Date, Item Number, Name, Email, Comment
- Please submit a form for each item you are commenting on.
- A copy of your written comment will be provided to the City Council noting the item number. If you wish to make a verbal comment, please see instructions below.
- Please be aware that any written comments received that do not specify a particular agenda item will be marked for the general public comment portion of the agenda.
- If a written comment is received after 4:00 PM on the day of the meeting, efforts will be made to provide the comment to the City Council during the meeting. However, staff cannot guarantee that written comments received after 4:00 PM will be provided to City Council during the meeting. All written comments received prior to the end of the meeting will be made part of the record of proceedings.

Campaign Contribution Prohibition and Mandatory Disclosure – Pursuant to Government Code section 84308, a Councilmember shall not accept, solicit, or direct a campaign contribution of more than \$500 from any party or their agent, or from any participant or their agent, while a proceeding involving a license, permit, contract, or other entitlement for use is pending before the City or for 12 months after a final decision is rendered in that proceeding. Any Councilmember who has received a campaign contribution of more than \$500 within the preceding 12 months from a party or their agent, or from a participant or their agent, must disclose that fact on the record of the proceeding and shall not make, participate in making, or in any way attempt to use their official position to influence the decision.

Pursuant to Government Code section 84308, subdivision (e), any party to a covered proceeding before the City Council is required to disclose on the record of the proceeding any campaign contribution, including aggregated contributions, of more than \$500 made within the preceding 12 months by the party or their agent to any Councilmember. The disclosure shall be made as required by Government Code Section 84308, subdivision (e)(1) and California Code of Regulations, Title 2, section 18438.8. No party or their agent, and no participant or their agent, shall make a campaign contribution of more than \$500 to any Councilmember during the covered proceeding or for 12 months after a final decision is made in that proceeding. The foregoing statements do not constitute legal advice, and parties and participants are urged to consult with their own legal counsel regarding the applicable requirements of the law.

Call to Order

Flag Salute - Mayor Pro Tem Pearce

Roll Call

Public Comments

This is an opportunity for the members of the public to address the City Council on any matter within the City Council's jurisdiction that is not listed on the Agenda. In order for everyone to be heard, please limit your comments to 3 minutes or less, or 10 minutes per topic. Anyone wishing to be placed on the Agenda for a specific topic should contact the City Manager's office and submit correspondence at least 10 days before the desired date of appearance.

Consent Calendar

Items considered routine in nature are to be placed upon the Consent Calendar. They will all be considered and voted upon in one vote as one item unless a Councilmember requests individual consideration. A Councilmember's vote in favor of the Consent Calendar is considered and recorded as a separate affirmative vote in favor of each action listed. Motions in favor of adoption of the Consent Calendar are deemed to include a motion to waive the reading of any ordinance or resolution on the Consent Calendar. For adoption of ordinances, only those that have received a unanimous vote upon introduction are considered Consent items.

1. Administration - Approval - Minutes from the March 9, 2026, City Council Meeting.
2. Administration - Adopt - Ord. 26-01, An Ordinance of the City Council of the City of Clovis Making Technical Amendments to Article 2 of Chapter 2.2 of Title 2 of the Clovis Municipal Code relating to the Personnel Commission. (Vote: 5-0)
3. Administration – Approval – Authorize City Manager, or designee, to commit additional affordable housing funds in the amount of \$1,310,988 to the 135 Osmun Senior Apartments project to support the project's application to the State of California and the California Tax Credit Allocation Committee for Low-Income Housing Tax Credits.
4. General Services - Approval - Res. 26 - ____, Approving a Side Letter Agreement with the Clovis Professional and Technical Association (CPTA) Establishing a Unit Structure.
5. Planning and Development Services – Approval – Pre-Award for CIP 26-01 Rubberized Cape Seal 2026; and Authorize the City Manager to Execute the Contract on behalf of the City.
6. Planning and Development Services – Approval – Final Acceptance for CIP 14-30 Shaw Avenue Widening – Phase 1 from Leonard to McCall Avenues, for a final contract cost of \$12,495,196.95.

7. Planning and Development Services – Approval – Waive the normal purchasing process and authorize the City Manager to purchase new cubicle furniture from Core Business Interiors in the amount of \$68,777.53.
8. Public Utilities - Approval - Res. 26-____, a Resolution Initiating Proceedings for the Annual Levy of Assessments for Landscape Maintenance District No. 1.
9. Public Utilities – Approval – Bid Award for CIP 25-12, Big Dry Creek Canal Trail Improvements at Letterman Park, to Ares Eng, LLC, in the Amount of \$185,718; and Authorize the City Manager to Execute the Contract on Behalf of the City.
10. Public Utilities – Approval – Bid Award for CIP 25-15, Reservoir 4 Tank Liner, to Polytech Industrial, Inc., in the Amount of \$817,455; and Authorize the City Manager to Execute the Contract on Behalf of the City.

Public Hearings

A public hearing is an open consideration within a regular or special meeting of the City Council, for which special notice has been given and may be required. When a public hearing is continued, noticing of the adjourned item is required as per Government Code 54955.1.

11. Consider Approval – Res. 26-____, A resolution approving the annual review and update to the Regional Housing Needs Zoning (RHN) Overlay Zone District, including approval of a map of parcels and associated list reflecting those parcels that qualify for development as a RHN Overlay project.
Staff: Marissa Parker, Associate Planner
Recommendation: Approve

Administrative Items

Administrative Items are matters on the regular City Council Agenda other than Public Hearings.

12. Consider Approval - Res. 26-____, A resolution accepting and authorizing the submission of the 2025 General Plan Annual Progress Report, including the 2025 Housing Element Annual Progress Report (APR) to the Governor's Office of Land Use and Climate Innovation and the California Department of Housing and Community Development.
Staff: Marissa Parker, Associate Planner
Recommendation: Approve
13. Provide Direction – 2026/27 Budget Priorities.
Staff: Andrew Haussler, City Manager
Recommendation: Provide Direction

Council Items

14. Consider Approval — Res. 26-____, Acknowledging the upcoming expiration of Measure C in 2027, Recognizing the City's Benefit from Measure C Funds since 1986, and Expressing Support for a Citizen-Led Transportation Funding Measure for Fresno County.
Staff: Paul Armendariz, Assistant City Manager
Recommendation: Consider
15. Consider Approval - Change of Council Meeting Schedule.
Staff: Andrew Haussler, City Manager
Recommendation: Approve

City Manager Comments

Council Comments

Adjournment

Future Meetings

Regular City Council Meetings are held at 6:00 PM in the Council Chamber. The following are future meeting dates:

Apr. 6, 2026 (Mon.) To be cancelled

Apr. 13, 2026 (Mon.)

Apr. 20, 2026 (Mon.)

May 4, 2026 (Mon.)

PRELIMINARY - SUBJECT TO APPROVAL

CLOVIS CITY COUNCIL MEETING

March 9, 2026

6:00 P.M.

Council Chamber

Meeting called to order by Mayor Mouanoutoua at 6:00

Flag Salute led by Councilmember Bessinger

Roll Call: Present: Councilmembers Ashbeck, Basgall, Bessinger, Mayor Pro Tem Pearce
Mayor Mouanoutoua

PUBLIC COMMENTS – 6:01

Steven Trevino, resident, suggested adding murals to the blank wall on Fifth Street near the police station entrance and spoke about preserving and recognizing local history, including farm worker contributions to the community.

William Edwards, resident, advocated reopening and revitalizing the Clovis Rotary skatepark by relaxing the full-pad requirement, suggesting helmet-only rules and waivers to increase use of the park.

Anthony, resident, supported changes to the Rotary skatepark rules, requesting removal of the full-pad requirement so more skaters would return and use the facility.

CONSENT CALENDAR – 6:10

Upon call, there was no public comment.

Motion by Councilmember Ashbeck, seconded by Councilmember Bessinger, that the items on the Consent Calendar be approved. Motion carried by unanimous vote.

1. Administration - Approval - Minutes from the March 2, 2026, City Council Meeting.
2. Finance – Receive and File – Investment Report for the Month of September 2025.
3. Finance – Receive and File – Treasurer's Report for the Month of September 2025.
4. Finance - Approval - **Res. 26-24**, Request to Grant Authority for Additional Finance Department staff to transfer monies to and from the Local Agency Investment Fund (LAIF) and Rescind the Authority of Staff to Deposit or Withdraw Funds.
5. General Services - Approval - **Res. 26-25**, Amending the City's FY 2025-2026 Position Allocation Plan by adding one (1) Geographic Information System (GIS) Analyst Position within the Fire and Police Departments and removing one (1) GIS Specialist Position from the City Manager's Department.
6. Planning and Development Services – Approval – **Res. 26-26**, Annexation of Miscellaneous Properties to the Landscape Maintenance District No. 1.

PRELIMINARY - SUBJECT TO APPROVAL

PUBLIC HEARINGS – 6:11

6:11 ITEM 7 - Consider Introduction — **Ord. 26-01**, An Ordinance of the City Council of the City of Clovis Making Technical Amendments to Article 2 of Chapter 2.2 of Title 2 of the Clovis Municipal Code relating to the Personnel Commission.

The following members of the public addressed Council on the above item: Steven Trevino.

Motion for approval by Councilmember Ashbeck, seconded by Councilmember Bessinger. Motion carried by unanimous vote.

6:20 ITEM 8 - Consider Approval - **Res. 26-27**, CUP2025-006 Appeal, A request to consider an appeal of the Planning Commission's approval of CUP2025-006 for a three-story, mixed-use development with ground-floor commercial space and parking, and one residence above located at 319 Bullard Avenue. Rick Sassano, Owner and Applicant; and Paul Halajian Architects, Representative.

The following members of the public addressed Council on the above item: Hunter Castro Appellant Representative, Paul Woodworth Appellant, Gary Oliver, Norma Harris, and Paul Halajian Architects, Representative.

Motion for approval by Councilmember Bessinger, seconded by Councilmember Basgall. Motion carried by 4-1, with Councilmember Ashbeck voting no.

ADMINISTRATIVE ITEMS – 8:01

8:01 ITEM 9 - Workshop: Finance Department Update.

There was a consensus of the Council to continue the item to a date uncertain.

8:02 ITEM 10 - Receive and File - 2026 Five-Year Financial Forecast for the City of Clovis through Fiscal Year 2030/31 and discuss options for budget preparation for 2026-2027.

The following members of the public addressed Council on the above item: Steven Trevino, Brian Wilson, and Eric Rollins.

CITY MANAGER COMMENTS – 8:34

The City Manager announced that the City plans to file a report on the potential financial impact of new state card room regulations affecting the 500 Club and invited the public to attend an upcoming low-cost microchip and vaccine clinic on March 14, 2026, and flag retirement ceremony on March 14, 2026.

COUNCIL COMMENTS – 8:35

There was consensus of the Council to bring back the following proclamations in April "Helping One Woman" and "National Donate Life Month."

PRELIMINARY - SUBJECT TO APPROVAL

There is a consensus of the Council to place discussion of term limits on a future agenda for public discussion and possible action.

There was a consensus of the Council to direct staff to come back to council with a transportation measures staff report, a resolution allowing the Council to take a formal position on one of the proposed measures.

ADJOURNMENT

Mayor Mouanoutoua adjourned the meeting of the Council to March 16, 2026.

Meeting adjourned: 8:55 p.m.

Mayor

City Clerk



CITY *of* CLOVIS

Report to the City Council

To: City Council
From: Administration
Date: March 16, 2026
Staff: Briana Parra, City Clerk
Subject: Administration - Adopt - Ord. 26-01, An Ordinance of the City Council of the City of Clovis Making Technical Amendments to Article 2 of Chapter 2.2 of Title 2 of the Clovis Municipal Code relating to the Personnel Commission. (Vote: 5-0).

Recommendation: Adopt

This item was approved for introduction on March 9, 2026, with a unanimous vote.

Please direct questions to the City Manager's office at 559-324-2060.



CITY of CLOVIS

Report to the City Council

To: City Council

From: Administration

Date: March 16, 2026

Staff: Claudia Cázares, Housing Program Manager

Subject: Administration – Approval – Authorize City Manager, or designee, to commit additional affordable housing funds in the amount of \$1,310,988 to the 135 Osmun Senior Apartments project to support the project's application to the State of California and the California Tax Credit Allocation Committee for Low-Income Housing Tax Credits.

Recommendation: Approve

Attachments: None

Recommendation:

For the City Council to authorize the City Manager, or designee, to commit additional affordable housing funds in the amount of \$1,310,988 to the 135 Osmun Senior Apartments project to support the project's application(s) to the State of California for funding as well as to the California Tax Credit Allocation Committee (CTCAC) for Low-Income Housing Tax Credits.

Executive Summary:

The 135 Osmun Senior Apartments project is an infill development project that will provide much-needed affordable housing for the City's senior citizens. The project will create a 47-unit senior housing development with on-site amenities, easy access to transit and senior activities, and is situated within an established neighborhood. Total development costs are estimated to be between \$25 million and \$30 million. To date, the City has set aside \$2,790,591 in affordable housing program funds. The project developers, Better Opportunities Builder and Affordable Housing Development Corporation, have requested an additional commitment of \$1,310,988 in affordable housing program funds to develop a more competitive application and increase the chances of being successful in its application to the State of California for funding as well as to the California Tax Credit Allocation Committee (CTCAC) for Low-Income Housing Tax Credits. Given the highly competitive nature of these funding programs, increased local financial participation can significantly strengthen the project's competitiveness and improve the likelihood of a successful application.

Background:

To date, the City has set aside \$2,790,591 in affordable housing program funds for the 135 Osmun Senior project as follows:

- Permanent Local Housing Allocation (PLHA): \$1,481,281
- Housing Trust Fund (HTF): \$950,000
- Affordable Housing Development Impact Fee Deferral: \$359,310

Total currently set-aside: \$2,790,591.

The primary source of financing for affordable multi-family development projects is through the State of California program funding and through Tax Credit Allocation Committee (CTCAC) Low-Income Housing Tax Credits (LIHTC) combined. In the past, the State and LIHTC Program would provide 80-90% of project financing, with other and/or local sources making up 10-20% gap financing. The City's current investments amount to approximately 11% of total financing needed for this approximately \$25 million project.

Unfortunately, affordable housing developers have found that successful applications to the LIHTC now must provide 20-40% other and/or local source financing. Therefore, the 135 Osmun Senior project is not expected to be successful with their applications to the State of California with the 11% local commitment. For that reason, staff is requesting City Council approval to commit additional affordable housing program funds to the project as follows:

1. PLHA: \$1,025,988
2. HTF: \$285,000

Total additional commitment: \$1,310,988

Of the funding commitments above, \$525,988 in PLHA is currently awarded to the City by the State of California PLHA program, and \$95,000 of HTF is available in the current City budget. The recommended action includes committing future years' funding as follows: an estimated two years of PLHA program funding totaling \$500,000, and an estimated two years of HTF funding totaling \$190,000. These various funding commitments total \$1,310,988, or 16.4% of total financing needed.

Although the City's proposed financing does not yet meet the 20-40% local funding range generally associated with competitive applications, the developer has advised that additional local funding will be pursued through the Fresno Housing Authority to enhance the project's overall competitiveness. It is anticipated that this collaborative funding approach will better position the 135 Osmun Senior Project to achieve maximum scoring and improve its likelihood of selection for State financing programs.

Fiscal Impact:

The City currently has affordable housing programs funding available for the project in the amount of \$620,988. Additional future program funding is requested in the amount of \$690,000.

Reason for Recommendation:

The request for additional funding commitments will create a highly competitive application for 135 Osmun Senior Apartments to be successful in their application for state-wide funding.

Actions Following Approval:

City manager will provide commitment letters as authorized by the recommendation to facilitate the Developers' application for state financing for the project.

Conflict of Interest:

None.



CITY of CLOVIS

Report to the City Council

To: City Council

From: General Services Department

Date: March 16, 2026

Staff: Amy Hance, General Services Director

Subject: General Services - Approval - Res. 26 - ____, Approving a Side Letter Agreement with the Clovis Professional and Technical Association (CPTA) Establishing a Unit Structure.

Recommendation: Approve

Attachments: 1. CPTA Side Letter Unit Structure ATT 1 Res. 26-__

Recommendation:

For the City Council to approve a resolution approving a side letter agreement with the Clovis Professional and Technical Association (CPTA) to establish a unit structure.

Executive Summary:

In 2025, the City conducted a comprehensive salary structure analysis to determine the current position structure, internal relationships inside of departments, and shared position relationships between different departments. The goal was to support standardization of the structure to enhance succession planning and employee retention. The City has established a salary structure for all positions represented in CPTA.

Background:

In 2025, the City conducted a comprehensive salary structure analysis to determine the current position structure, internal relationships inside of departments, and shared position relationships between different departments. This analysis revealed a wide disparity between classification series, also known as job families.

To provide consistent structure throughout the organization, staff developed a general structure standard using a strategy known as benchmarking, which is simply identifying a position within a classification series that has been proven to be consistently compared to similar positions in comparison cities during Clovis' triennial salary survey. Once a position has been designated as a benchmark, other positions within the same job family are assigned a goal percentage difference in salary. This difference in salary can be above the benchmark position, or it may be below the benchmark position, depending on the structure of the job family. The position also may be set to be

the same as a similar position with similar duties in another department or bargaining unit.

There are several advantages to the benchmark strategy, including consistency across roles and departments, along with budget control and predictability. Additionally, this change will allow a higher degree of workforce planning, which is paramount as roles within the City continue to change and additional jobs are added. And finally, and most importantly, salary transparency builds trust with employees.

Through the meet and confer process, the City and CPTA mutually agreed upon the terms in the Side Letter Agreement.

Fiscal Impact:

None.

Reason for Recommendation:

A resolution by the City Council is required to authorize the execution of a Side Letter Agreement between the City and CPTA.

Actions Following Approval:

The Side Letter Agreement between the City and CPTA will be executed.

Conflict of Interest:

None.

RESOLUTION 26-

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING A SIDE LETTER AGREEMENT WITH THE CLOVIS PROFESSIONAL AND TECHNICAL ASSOCIATION (CPTA)

WHEREAS, the City conducted a comprehensive salary structure analysis to determine the current position structure; and

WHEREAS, goal was to support standardization of the structure to enhance succession planning and employee retention; and

WHEREAS, the City has established a salary structure for all positions represented in CPTA; and

WHEREAS, CPTA and the City representatives met and conferred on the side letter and are in agreement.

NOW THEREFORE, BE IT RESOLVED that the City of Clovis approves the Side Letter Agreement with CPTA (Attachment A) and authorizes the City Manager to sign the agreement.

* * * * *

The foregoing Resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on March 16, 2026, by the following vote to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

DATED: March 16, 2026

Mayor

City Clerk

Side Letter Agreement to the 2025-2028 Memorandum of Understanding Between the City of Clovis and the Clovis Professional and Technical Association (CPTA)

The City of Clovis ("The City") and the CPTA mutually agree to this Side Letter Agreement. This Side Letter Agreement will be incorporated into the Memorandum of Understanding between the City of Clovis and CPTA ("MOU"). Except as amended herein, each and every term and condition of the MOU shall remain in full force and effect.

The City has conducted a salary structure analysis of all job classifications throughout the city, including those located within the bargaining unit represented by CPTA. CPTA agrees to the adoption of the salary structure for all positions represented in the bargaining unit as found in Exhibit A, attached.

This Side Letter Agreement will become effective March 17, 2026, when approved by the City Council and fully executed by the parties.

For the CITY:

For the ASSOCIATION:

Andrew Haussler, City Manager

Nicole Ducas, CPTA President

Scott G. Cross, City Attorney

Trish Densmore, CPTA Vice President

ATTEST: _____
Briana Parra, City Clerk

EXHIBIT A
Salary Structure

Position Title	Position Relationship
Associate Planner	Benchmark
Assistant Planner	10% Below Associate Planner
Building Inspector I	Benchmark
Building Inspector II	10% Above Building Inspector I
Senior Building Inspector	10% Above Building Inspector II
Business Workflow Analyst	10% Above Management Analyst
Business Workflow Specialist	Same as Information Technology Specialist
City Surveyor	Benchmark
Civil Engineer	Benchmark
Engineer I	10% Below Engineer II
Engineer II	15% Below Civil Engineer
Engineering Inspector	Benchmark
Senior Engineering Inspector	10% Above Engineering Inspector
Engineering Technician	10% Below Senior Engineering Technician
Senior Engineering Technician	Benchmark
Geographic Information Systems Analyst	Benchmark
Geographic Information Systems Specialist	Same As Senior Engineering Technician
Geographic Information Systems Technician	10% Below GIS Specialist
Housing Program Coordinator	Benchmark
Permit Technician I	Benchmark
Permit Technician II	10% Above Permit Technician I
Senior Permit Technician	10% Above Permit Technician II
Planning Technician I	10% Below Planning Technician II
Planning Technician II	Benchmark
Plans Examiner I	Benchmark
Plans Examiner II	10% Above Plans Examiner I
Senior Plans Examiner	10% Above Plans Examiner II
Traffic Signal Operations Specialist	10% Above Senior IT Specialist



CITY of CLOVIS

Report to the City Council

To: City Council

From: Planning and Development Services Department

Date: March 16, 2026

Staff: Thad Avery, City Engineer

Subject: Planning and Development Services – Approval – Pre-Award for CIP 26-01 Rubberized Cape Seal 2026; and Authorize the City Manager to Execute the Contract on behalf of the City.

Recommendation: Approve

Attachments: 1. CIP 26-01 Bid Award ATT 1 Vicinity Map

Recommendation:

1. For the City Council to pre-authorize the City Manager to award the subject project to the lowest responsible bidder; and
2. For the City Council to authorize the City Manager to execute the contract on behalf of the City.

Executive Summary:

Staff is recommending that City Council pre-authorize the City Manager to award and execute the contract to the lowest responsible bidder so the contractor may start and complete construction in a timely manner.

The construction involves applying 156,156± square yards of rubberized cape seals at various local streets in the City of Clovis and an alternate bid item of an additional 11,935± square yards of rubberized cape seal. The rubberized cape seal involves an application of asphalt rubber chip seal and an application of Type II slurry seal at each location. The chip seal binder may contain 100% recycled California waste tires at a minimum of 15% (minimum 300 lbs. per ton) by weight in the asphalt binder. This project also involves 187,453± square yards of Type II slurry seals at various additional local streets in the City of Clovis.

Background:

The project specifications have been made available to prospective bidders. The bid opening is scheduled for March 17, 2026. The construction cost is estimated at \$2,075,588.50. The apparent low bidder will be determined following the bid opening process, and project award will take place after staff has validated bidder's license status through the California State Contractor's Board and has submitted all the required paperwork.

Fiscal Impact:

This project was budgeted in the 2025-2026 Community Investment Program. The project is supported by Measure "C" pass-through funding. The construction cost has been estimated as noted above and funding is available and allocated at this amount. Staff will evaluate the lowest responsible bids in comparison with the estimated construction costs and will execute the contracts only if the lowest bid is financially responsive to the allocated funding.

Reason for Recommendation:

Staff is requesting that the City Council pre-authorize the City Manager to award and execute the contract for the project to the lowest responsible bidder that meets the contract requirements. Pre-authorization for awarding of this project will allow the Engineering Division to continue timely delivery of the project.

Actions Following Approval:

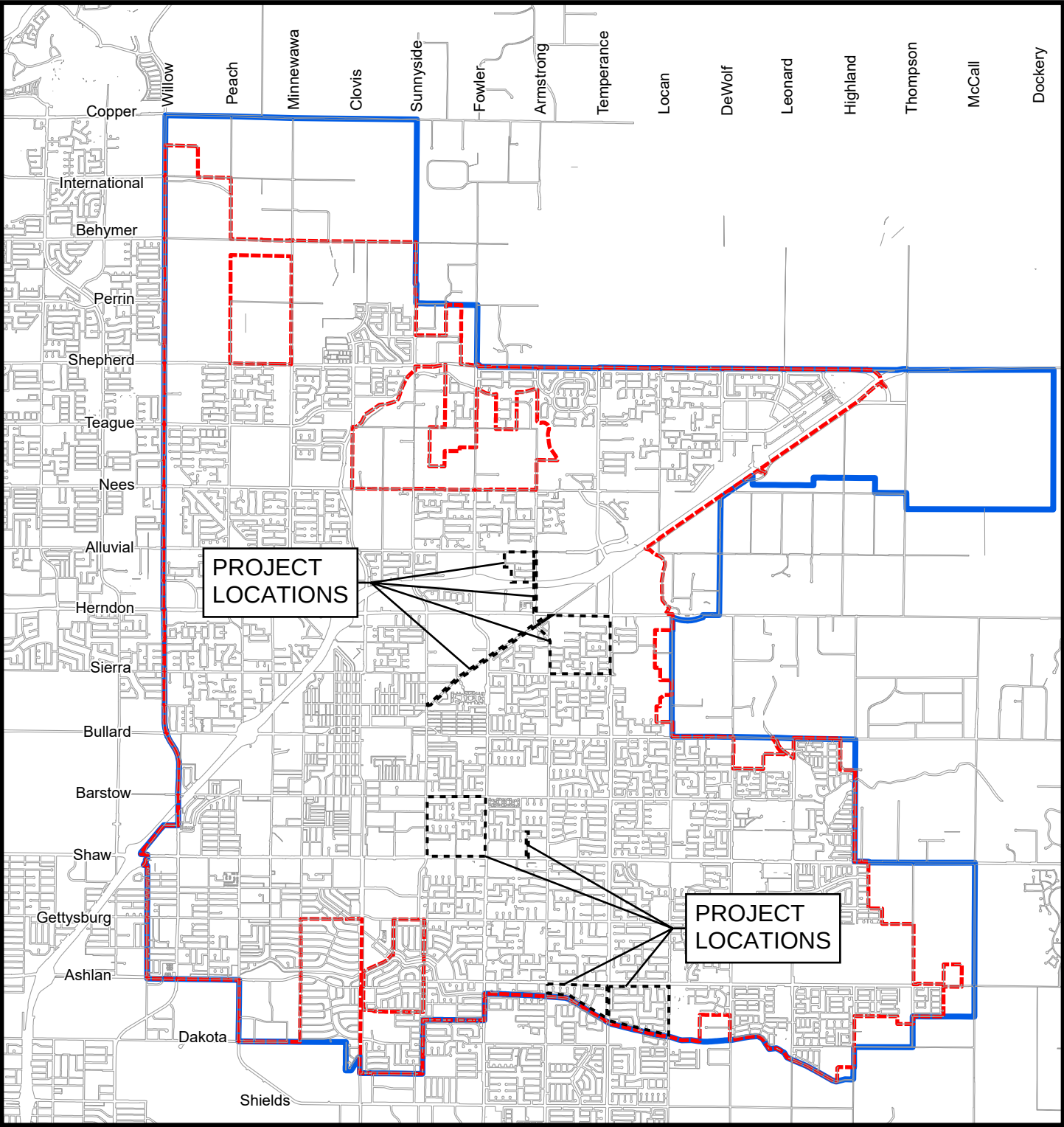
1. Staff will open bids and determine the lowest responsible bidder for the project, and City Council will receive a report of the bid award.
2. The contract will be prepared and executed, subject to the Contractor providing performance security that is satisfactory to the City.
3. Construction will begin approximately one (1) week after contract execution and be completed in forty five (45) working days thereafter.

Conflict of Interest:

None.

VICINITY MAP

CIP 26-01 Rubberized Cape Seal 2026

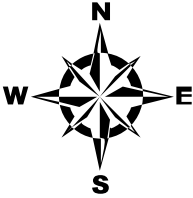


Attachment 1



Print Date: March 03, 2026

- City Limits
- Sphere of Influence



Jorge Aguilera



CITY of CLOVIS

Report to the City Council

To: City Council

From: Planning and Development Services Department

Date: March 16, 2026

Staff: Thad Avery, City Engineer

Subject: Planning and Development Services – Approval – Final Acceptance for CIP 14-30 Shaw Avenue Widening – Phase 1 from Leonard to McCall Avenues, for a final contract cost of \$12,495,196.95.

Recommendation: Approve

Attachments: 1. CIP 14-30 Final Acceptance ATT 1 Vicinity Map

Recommendation:

For the City Council to accept the work performed as complete and authorize the recording of the notice of completion for this project.

Executive Summary:

The project consisted of widening Shaw Avenue between Leonard and McCall Avenues from a two-lane rural road to a five- to six-lane urban arterial. The project included the following improvements:

- From Leonard Avenue to Highland Avenue: three westbound lanes, three eastbound lanes, bike lanes, a raised median, and streetlights
- From Highland Avenue to McCall Avenue: two westbound lanes, three eastbound lanes, bike lanes, a raised median, and streetlights on the eastbound side
- Traffic signal components at the intersections of Shaw Avenue/Leonard Avenue and Shaw Avenue/McCall Avenue
- Installation of water, recycled water, and sewer mains planned for the project area
- Installation of storm water facilities planned by the Fresno Metropolitan Flood Control District for the project area
- Installation of three master-planned rural stream culverts that cross Shaw Avenue

Background:

Bids were received on January 11, 2022, and the project was awarded by the City Council to the lowest responsible bidder, Avison Construction, Inc., on January 18, 2022. The project was

completed in accordance with the construction documents and the contractor has submitted a request for acceptance of the project.

Fiscal Impact:

Award	\$12,349,563.00
Cost increase/decrease resulting from differences between estimated quantities used for award and actual quantities installed.	<\$192,042.99>
Contract Change Orders	\$337,676.94
Final Contract Cost	\$12,495,196.65

The cost decrease was due to an overestimation of asphalt concrete, aggregate base and concrete for the project quantities.

The Contract Change Orders consisted of a combination of various items that were unforeseen for the project to be completed, including, but not limited to, additional demolition work not identified in the construction plans, traffic signal modifications to conform to the City of Fresno Specifications, installation of a temporary timber barricade to protect a PG&E down guy wire.

Reason for Recommendation:

The Public Utilities Department, the City Engineer, the Engineering Inspector, and the Project Engineer agree that the work performed by the contractor is in accordance with the project plans and specifications and has been deemed acceptable. The contractor, Avison Construction, Inc., has requested final acceptance from the City Council.

Actions Following Approval:

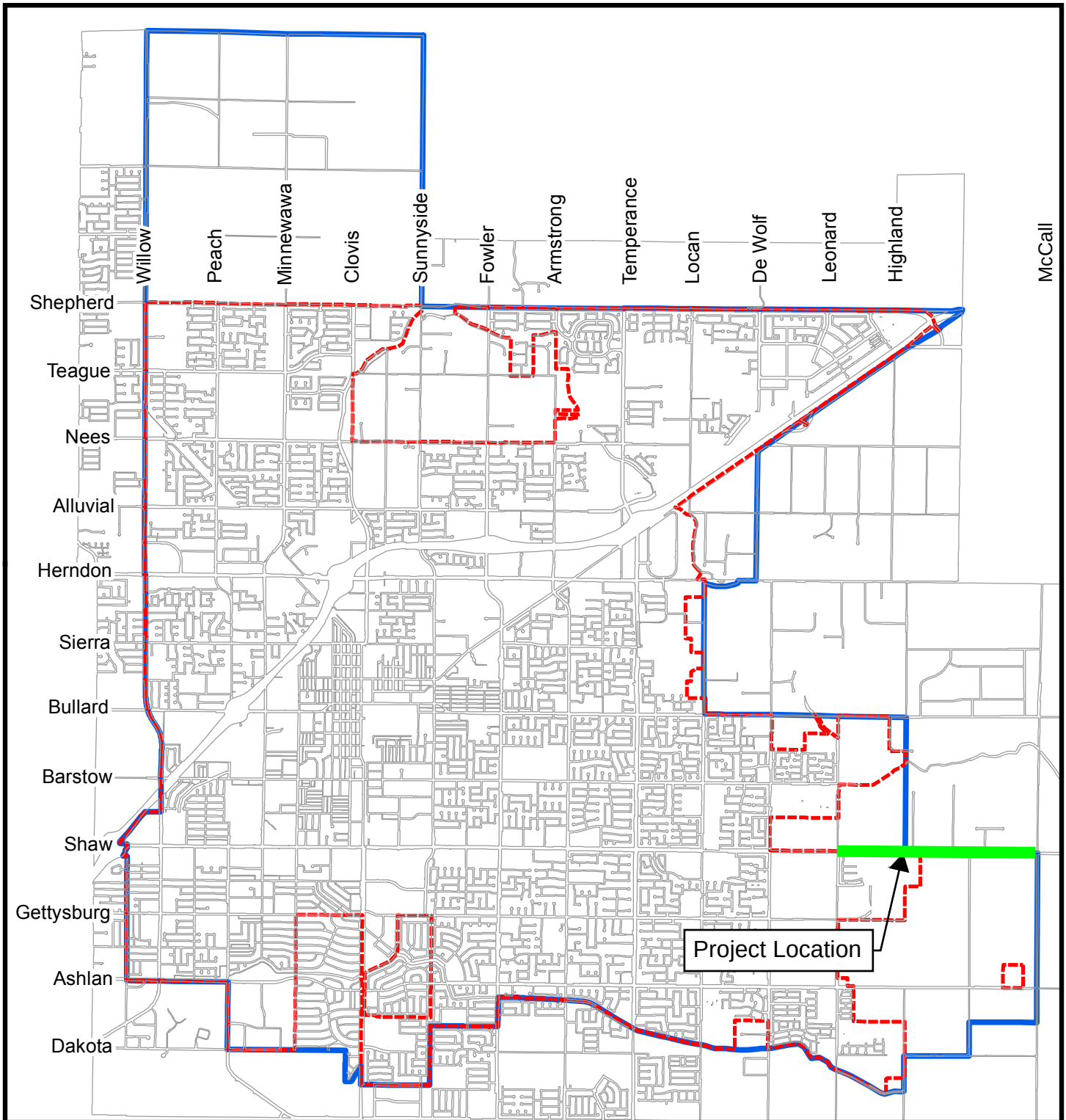
- 1.The Notice of Completion will be recorded; and
- 2.All remaining retention funds will be released no later than 35 calendar days following the recording of the notice of completion, provided no liens have been filed. Retention funds may be released within 60 days after the date of completion, provided no liens have been filed, with “completion” defined as the earlier of either (a) beneficial use and occupancy and cessation of labor, or (b) acceptance by the City Council per Public Contract Code Section 7107(c)(2).

Conflict of Interest:

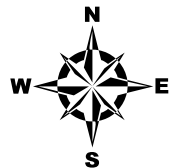
None.

VICINITY MAP

CIP 14-30 Shaw Avenue Widening



Attachment 1



January 18, 2022

Fernando Copetti



CITY of CLOVIS

Report to the City Council

To: City Council

From: Planning and Development Services Department

Date: March 16, 2026

Staff: Renee Mathis, Planning and Development Services Director

Subject: Planning and Development Services – Approval – Waive the normal purchasing process and authorize the City Manager to purchase new cubicle furniture from Core Business Interiors in the amount of \$68,777.53.

Recommendation: Approve

Attachments: None

Recommendation:

For the City Council to waive the normal purchasing process and utilize an existing cooperative purchasing agreement to authorize the City Manager to purchase new cubicle furniture from Core Business Interiors in the amount of \$68,777.53.

Executive Summary:

Included in the 2025-2026 budget are funds to purchase new cubicle furniture to redesign the Planning area within the Planning and Development Services Department. The department is seeking City Council authorization to waive the standard competitive purchasing procedures and proceed with the acquisition of new cubicle furniture from Core Business Interiors. This action is prompted by the department's need to address workspace requirements in a manner that supports operational continuity and aligns with established procurement protocols.

Background:

In recent years, the Planning and Development Services Department has experienced sustained growth in both staffing levels and service demands, resulting in increased pressure on available office space. As the department continues to expand, the need for additional workstations has become a critical operational consideration. The current proposal for new cubicle furniture is designed not only to address immediate workspace needs but also to accommodate anticipated future growth by providing three additional workstations for prospective staff members. This proactive approach supports the department's ability to respond to evolving community development priorities and maintain service continuity as new positions are added. The requested action builds on prior Council approvals for similar furniture acquisitions in other City departments, reflecting an ongoing commitment to ensuring that City facilities remain functional and adaptable amid organizational change.

Fiscal Impact:

This item will result in a one-time expenditure for the purchase of new cubicle furniture. The cost is included in the current fiscal year budget for the Planning and Development Services Department.

Reason for Recommendation:

The proposed purchase is justified by the need to address workspace requirements with a solution that aligns with the City's procurement standards for efficiency and value. Utilizing an established cooperative purchasing contract enables the department to obtain furniture that meets operational specifications and delivery timelines, while maintaining compliance with the City's purchasing procedures for acquisitions above the formal threshold.

Actions Following Approval:

Following Council approval, staff will issue a purchase order to Core Business Interiors in accordance with the City's Purchasing Manual requirements. The department will coordinate with the vendor to confirm product specifications, delivery schedule, and installation logistics. Upon receipt of the furniture, authorized personnel will verify delivery and condition of goods prior to authorizing invoice payment.

Conflict of Interest:

None.



CITY of CLOVIS

Report to the City Council

To: City Council

From: Public Utilities Department

Date: March 16, 2026

Staff: Timothy Breshears, Parks Manager

Subject: Public Utilities - Approval - Res. 26-____, a Resolution Initiating Proceedings for the Annual Levy of Assessments for Landscape Maintenance District No. 1.

Recommendation: Approve

Attachments: 1. LMD Annual Levy Initiation ATT 1 Res. 26-

Recommendation:

For the City Council to approve a resolution which will initiate proceedings for the annual levy of assessments for Landscape Maintenance District No. 1.

Executive Summary:

This resolution is to initiate proceedings for the annual levy of assessments for the Landscape Maintenance District (LMD) No. 1 as required by the Landscaping and Lighting Act of 1972. The assessments are necessary to fund the operations and maintenance of the benefit areas within the LMD. The Engineer's Report detailing the assessments will be compiled and prepared by the City's consultant, Francisco and Associates, Inc. Upon City Council approval of the Engineer's Report on June 8, 2026, the assessments will be sent to Fresno County to be included in the property tax rolls.

Background:

The Landscaping and Lighting Act of 1972 (the "Act"), a provision of the Streets and Highways Code of California, allows a legislative body to levy and collect assessments for specific areas that receive a special benefit from certain improvements. Within the City of Clovis, these specific areas are collectively known as Landscape Maintenance District (LMD) No.1. On July 15, 1985, Council adopted Resolution No. 85-78, forming the City of Clovis LMD No. 1, which funds the operation and maintenance of public landscaped areas and parks located throughout the City.

Pursuant to the Act, City Council must annually approve an Engineer's Report for LMD No. 1 to authorize the levy of assessments for the ensuing fiscal year. To initiate the Fiscal Year 2026-27 LMD No. 1 approval process, the Act requires City Council to adopt a resolution ordering the preparation and filing of the Engineer's Report. Following adoption of the attached resolution, the LMD No. 1 Engineer's Report and proposed assessments for Fiscal Year 2026-27 will be brought to Council for

preliminary approval at the May 11, 2026, City Council meeting. At that time, City staff will also recommend that Council adopt a resolution declaring its intent to levy and collect assessments and set a public hearing date related to the proposed LMD No. 1 assessments for Fiscal Year 2026-27, as required by the Act.

The yearly assessments established for all properties within LMD No. 1 provide funding for the City's costs for operation, maintenance, related services, and incidental expenses. The required operation and maintenance includes mowing, edging, fertilizing, weed control, irrigation system, pruning, plant replacement, lighting, and a capital replacement fund to periodically replace landscape and park structures and associated equipment. The Act requires that a resolution be adopted that generally describes new improvements or substantial changes to existing improvements, and orders that a report be prepared and filed regarding the assessment district. A listing of new improvements or substantial changes to the existing improvements is attached to the Resolution as Attachment A. Adoption of this Resolution satisfies the requirement.

The final step in the process is to submit the approved assessments to the Fresno County Auditor-Controller by their August deadline so that they may be included on the property tax rolls for Fiscal Year 2026-27.

Fiscal Impact:

None.

Reason for Recommendation:

This resolution is required by the Act to levy assessments to fund the operations and maintenance of public landscaped areas and parks benefiting properties within LMD No. 1.

Actions Following Approval:

The Engineer's Report will be prepared, and staff will present the proposed LMD No. 1 assessments for preliminary approval at the May 11, 2026, City Council meeting.

Conflict of Interest:

None.

RESOLUTION 26-__

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS
INITIATING PROCEEDINGS FOR THE ANNUAL LEVY OF ASSESSMENTS FOR
LANDSCAPE MAINTENANCE DISTRICT NO. 1 OF THE CITY OF CLOVIS**

WHEREAS, the Council has approved thirty-four (34) annexations with new improvements to the Landscape Maintenance District No. 1 of the City of Clovis (herein “LMD No. 1”) since the Engineer’s Report dated June 16, 2025; and

WHEREAS, proceedings for approval of the annual assessments for LMD No. 1 for the fiscal year 2026-27 need to be initiated.

NOW, THEREFORE, BE IT RESOLVED, by the City of Clovis as follows:

1. The Council proposes to undertake proceedings for the levy of the annual assessments for LMD No. 1 under part 2 of Division 15 of the Streets and Highways Code of the State of California (Section 22500 et seq.), generally known as the Landscaping and Lighting Act of 1972 (herein the “Act”).
2. The new improvements being added by the above referenced annexations to the existing improvements maintained by LMD No. 1 are set forth in Attachment A.
3. The Public Utilities Director shall have a report prepared and filed in accordance with Article 4 (commencing with Section 22565) of the Act.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on March 16, 2026, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN

DATED:

Mayor

City Clerk

THE NEW IMPROVEMENTS FOR THE LANDSCAPE MAINTENANCE
DISTRICT NO. 1 ARE DESCRIBED AS FOLLOWS:

The proposed landscaping, irrigation, and lighting systems as described in the covenants appropriate to each of the following properties and other annexations to the LMD prior to June 30, 2026.

Tract 6457	NEC N. Stanford Lane & Heirloom Ave
Tract 6403	SEC of Gettysburg and Armstrong
SPR 2024-017	401 N Minnewawa
SPR 2024-017	451 N Minnewawa
BD-PVT-25-00550	4444 Nees Ave
SPR 2021-009	1959 N Willow
BD-CMBR-25-01773	2652 Heritage Ave
BD-CMBR-25-02034	1212 Cypress Ave
BD-CMBR-24-03824	920 Bliss Ave
BD-CMBR-25-00809	2286 Ellery Ave
BD-CMBR-25-01336	1478 Indianapolis
BD-CMBR-25-01068	1541 Rall Ave
BD-CMBR-25-01313	320 W Ashcroft
BD-CMBR-24-01052	2220 De Witt
BD-CMBR-25-00430	134 Poppy Ln
BD-CMBR-24-03780	408 Clovis Ave
BD-CMBR-25-01274	241 Elm Ave
BD-CMBR-25-00687	106 Woodworth
BD-CMBR-25-00756	1661 Fifth St
BD-CMBN-25-00621	1426 Tollhouse Rd
BD-CMBR-25-01149	650 W Indianapolis Ave Unit B
BD-CMBR-25-02292	727 Woodworth Ave Unit B
BD-CMBR-25-02074	115 San Jose Ave
BD-CMBR-24-03904	3334 Bullard Ave
BD-CMBR-25-02403	1515 Keats Ave
BD-PVT-25-01340	1301 De Wolf
BD-CMBR-25-02919	3284 Claremont Ave
BD-CMBN-25-02690	511 Fourth St
BD-CMBR-25-02393	560 W Stuart
BD-CMBR-25-01841	2236 Ellery Ave
BD-CMBR-24-04294	1018 San Jose Ave
BD-CMBR-25-01945	1209 Fourth St
BD-CMBR-24-03143	6 Pollasky Ave
Tract 6467	E Minnewawa, between Shepherd and Perrin



CITY of CLOVIS

Report to the City Council

To: City Council

From: Public Utilities Department

Date: March 16, 2026

Staff: Sarai Yanovsky, Principal Utilities Engineer

Subject: Public Utilities – Approval – Bid Award for CIP 25-12, Big Dry Creek Canal Trail Improvements at Letterman Park, to Ares Eng, LLC, in the Amount of \$185,718; and Authorize the City Manager to Execute the Contract on Behalf of the City.

Recommendation: Approve

Attachments: 1. CIP 25-12 Big Dry Creek Canal Trail ATT 1 Vicinity Map

Recommendation:

1. For the City Council to award a contract for CIP 25-12, Big Dry Creek Canal Trail Improvements at Letterman Park, to Ares Eng, LLC, in the amount of \$185,718; and
2. For the City Council to authorize the City Manager to execute the contract on behalf of the City.

Executive Summary:

Staff is recommending that the City Council award the contract to Ares Eng, LLC, who was the lowest responsible and responsive bidder from the bid opening that took place on March 3, 2026, and authorize the City Manager to execute the project contract on behalf of the City.

This project involves installation of entry features and pedestrian-friendly improvements along the Big Dry Creek Canal bank between Barstow Avenue and through Letterman Park to Villa Avenue. The scope of work includes, but is not limited to, performance of all work for minor grading on the canal bank, installation of the Letterman Park trail gateway, trail posts, concrete sidewalk, sign pedestals, drinking fountain, bollard, chain link fence modifications, irrigation system modifications, signage, and a backflow prevention device.

Background:

This project is intended to enhance pedestrian access and encourage the use of the existing Big Dry Creek Canal bank as an informal trail under the newly established Master Trails Agreement (MTA). The MTA is a mutually beneficial agreement between the City of Clovis and the Fresno Irrigation District (FID) which allows for existing canal banks within the City of Clovis to be used as informal

trails. The MTA has created the opportunity for this project, making it the second cooperative project between the City and FID.

The following is a summary of the bid results received on March 3, 2026.

BIDDERS	BASE BIDS
Ares Eng, LLC	\$185,718.00
Platinum General Engineering, LLC	\$191,766.22
Stockbridge General Contracting, Inc.	\$200,252.00
Tosted Asphalt, Inc.	\$209,501.36
Dave Christian Construction Co., Inc.	\$222,047.00
Juarez Brothers General Engineering, Inc.	\$259,170.12
Cal Valley Construction, Inc.	\$432,264.00

ENGINEER'S ESTIMATE	\$210,682.00
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All bids were examined and found to be in order, except for a few arithmetic and clerical errors that did not affect the order of the bid results. For this reason, Ares Eng, LLC, remains the lowest responsible bidder. Staff has validated the lowest bidder's contractor license status.

Fiscal Impact:

The project was approved in the Community Investment Program 2025-2026 fiscal year budget and is funded by the Community Development Block Grant (CDBG) program.

Reason for Recommendation:

Ares Eng, LLC, is the lowest responsible and responsive bidder. There are sufficient funds available for the anticipated cost of this project.

Actions Following Approval:

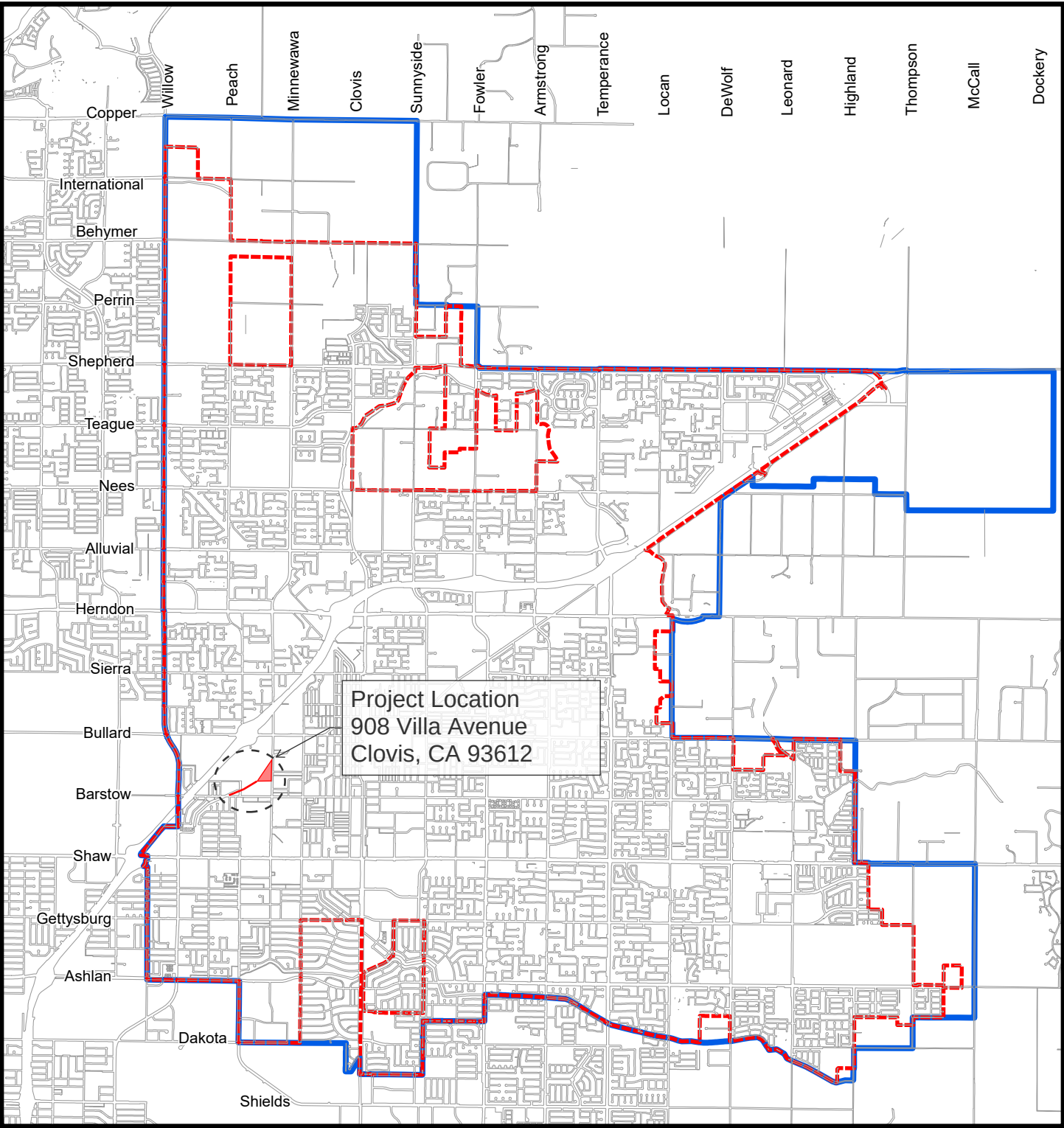
1. The contract will be prepared and executed, subject to the Contractor providing performance security that is satisfactory to the City; and
2. Construction will begin approximately two (2) weeks after contract execution and be completed in twenty (20) working days thereafter.

Conflict of Interest:

None.

VICINITY MAP

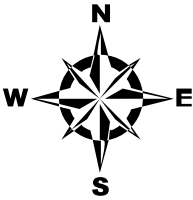
CIP 25-12 Big Dry Creek Canal Trail Improvements at Letterman Park



Print Date: March 16th, 2026

Legend

- City Limits
- Sphere of Influence



Sarai Yanovsky



CITY of CLOVIS

Report to the City Council

To: City Council

From: Public Utilities Department

Date: March 16, 2026

Staff: Sarai Yanovsky, Principal Utilities Engineer

Subject: Public Utilities – Approval – Bid Award for CIP 25-15, Reservoir 4 Tank Liner, to Polytech Industrial, Inc., in the Amount of \$817,455; and Authorize the City Manager to Execute the Contract on Behalf of the City.

Recommendation: Approve

Attachments: 1. CIP 25-15 Reservoir 4 Tank Liner ATT 1 Vicinity Map

Recommendation:

1. For the City Council to award a contract for CIP 25-15, Reservoir 4 Tank Liner, to Polytech Industrial, Inc., in the amount of \$817,455; and
2. For the City Council to authorize the City Manager to enter into an agreement on behalf of the City.

Executive Summary:

Staff is recommending that City Council authorize the City Manager to award and execute the contract with Polytech Industrial, Inc., in the amount of \$817,455. Polytech Industrial, Inc., was the lowest responsible bidder from the bid opening that took place on March 3, 2026.

This project involves the surface preparation, repairs, and application of protective coating to all internal surfaces of the reservoir structure, including but not limited to the reservoir walls, all metal attachments, appurtenance, structural components, and accessories.

Background:

The following is a summary of bids received on March 3, 2026.

BIDDERS	BASE BID
Polytech Industrial, Inc.	\$817,455.00
SoCal Pacific Construction Corporation	\$843,250.00
Corrosion Analytics, dba BCS	\$919,165.00

Paso Robles Tank, Inc.	\$987,888.00
Advanced Industrial Services, Inc.	\$987,900.00
AMP United, LLC	\$1,118,130.00
Eurostyle Management	\$1,125,200.00
Resource Development Company	\$1,145,500.00
Simpson Sandblasting & Coatings, Inc.	\$1,554,800.00
Diamond Weld Industries Inc.	\$2,070,000.00

ENGINEER'S ESTIMATE	\$949,250.00
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All bids were examined and found to be in order, except for a few arithmetic and clerical errors that did not affect the order of the bid results. For this reason, Polytech Industrial, Inc., is the lowest responsible bidder. Staff have validated the lowest bidder's contractor license status and bid bond.

Fiscal Impact:

This project was budgeted for the 2025-2026 budget year. There are sufficient funds available for the anticipated cost of this contract.

Reason for Recommendation:

Polytech Industrial, Inc., is the lowest responsible bidder. There are sufficient funds available for the anticipated cost of this contract.

Actions Following Approval:

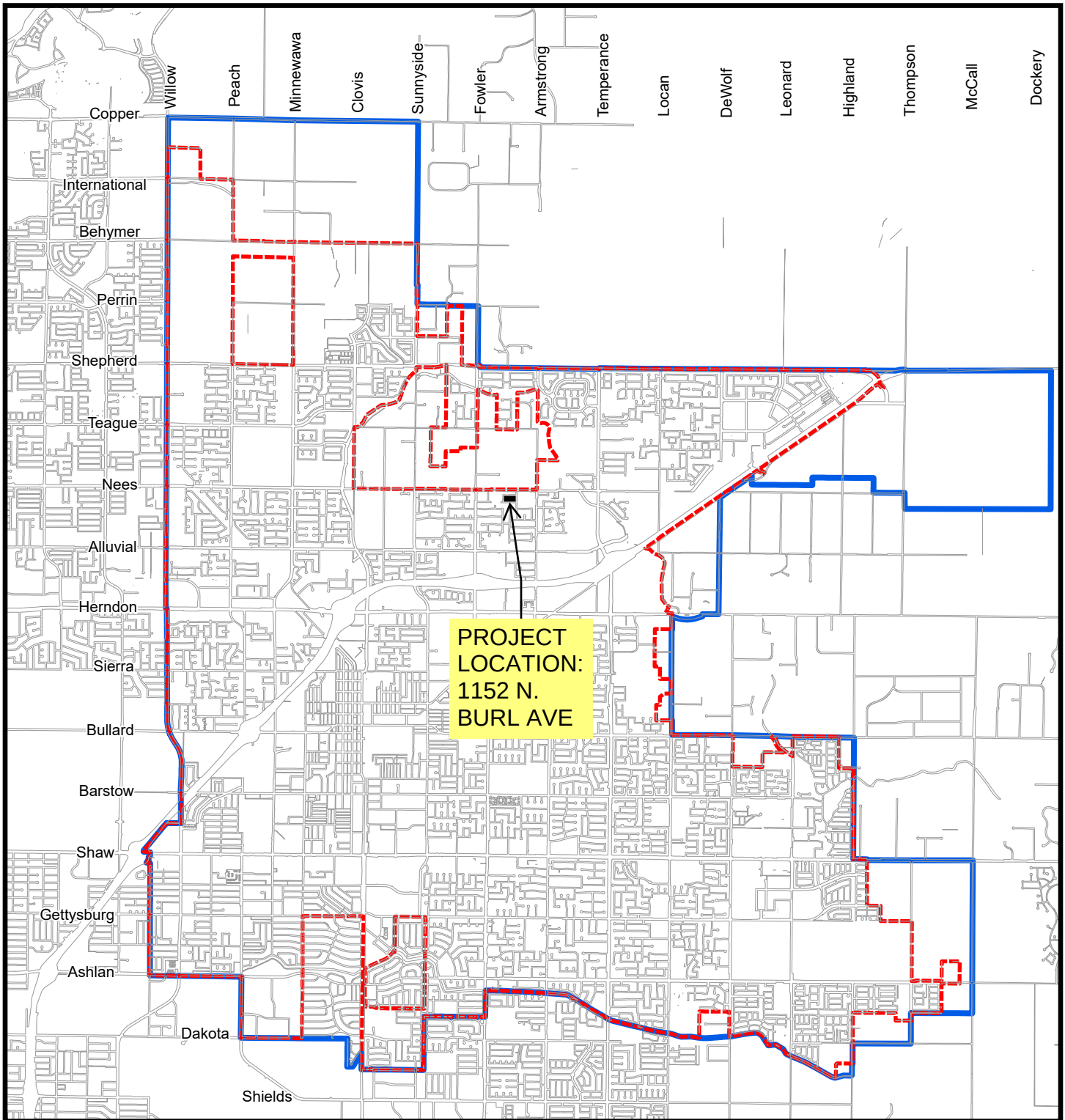
1. The contract will be prepared and executed, subject to the contractor providing performance security that is satisfactory to the City; and
2. Construction will begin approximately two (2) weeks after the contract execution and be completed in sixty (60) working days thereafter.

Conflict of Interest:

None.

VICINITY MAP

CIP 25-15 Reservoir 4 Tank Liner

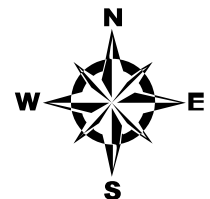


PROJECT
LOCATION:
1152 N.
BURL AVE



Legend

- City Limits
- Sphere of Influence



Print Date: 3/6/2026

Eric Oliver



CITY of CLOVIS

Report to the City Council

To: City Council

From: Planning and Development Services Department

Date: March 16, 2026

Staff: Marissa Parker, Associate Planner

Subject: Consider Approval – Res. 26-____, A resolution approving the annual review and update to the Regional Housing Needs Zoning (RHN) Overlay Zone District, including approval of a map of parcels and associated list reflecting those parcels that qualify for development as a RHN Overlay project.

Recommendation: Approve

Attachments: 1. RHN Overlay Annual Update ATT 1 RHN Overlay District Res. 26-

Recommendation:

Staff recommends that the Council adopt a resolution approving the annual review and update to the RHN Overlay District, including approval of the map of parcels and the associated list identifying those parcels that qualify for development as an RHN Overlay project.

Executive Summary:

In November of 2018, the City Council adopted Ordinance Amendment 2018-26 establishing the Regional Housing Needs (“RHN”) Overlay District to address requirements from the State Department of Housing and Community Development (“HCD”) regarding the City’s Regional Housing Needs Allocation (“RHNA”). In November of 2020, the RHN Overlay District ordinance was amended to clarify that the RHN Overlay map and list of sites shall be reviewed and updated annually. The Planning and Development Services (“PDS”) Director may also remove sites at any time if it is determined they no longer qualify. Prior to the annual update, one property has been removed from the list of qualifying parcels because it has been developed with a non-RHN Overlay project. No properties are proposed to be added to the RHN Overlay Map and list of sites.

Background:

Creation and Adoption of the RHN Overlay District

In 2018, the City implemented two new programs to address the shortfall of land to accommodate at least 4,209 affordable units in its housing inventory identified in the Fourth Cycle of the City’s RHNA. These programs were designed to facilitate the development of high-density housing as required by HCD. The first program created the opportunity for residential units to be developed on viable properties within the P-F Zone District. The second program established the RHN Overlay District.

The RHN Overlay District is a citywide zone that allows multi-family housing to be developed as a permitted use at a density between 35 and 43 dwelling units per acre on eligible properties. Eligible parcels must be shown on a map adopted by the Council. The map, together with a list of parcels, needs to be reviewed and updated annually to reflect the parcels that may be developed as RHN Overlay projects.

Properties Eligible for the RHN Overlay

The RHN Overlay applies to all residentially zoned properties citywide. Parcels between one (1) and ten (10) acres in size will qualify as RHN Overlay-eligible sites if they satisfy the requirements for a usable site, as described below. Parcels larger than ten (10) acres can qualify if they can be divided into usable sites of no more than ten (10) acres. Eligible parcels must be free of constraints, which would preclude them from developing within the allowable density range and in conformance with the applicable development standards. The language in the Clovis Municipal Code (“CMC”) includes evaluation of the following criteria:

- Physical characteristics of the parcel, such as size, shape, dimensions, topography, and environmentally sensitive features.
- Rules, regulations, policies, or other relevant guidance from the HCD.
- Current or past use or development, entitlement or permit approvals, and applications for entitlements or permits.
- Encumbrances or other commitments appurtenant to or enforceable against the parcel or recorded against the property.
- Any legal mandates, restrictions, prohibitions, or commitments applicable to the parcel that requires a finding, determination, action, process, proceeding, or otherwise by the City, notwithstanding the purpose of the RHN Overlay District.

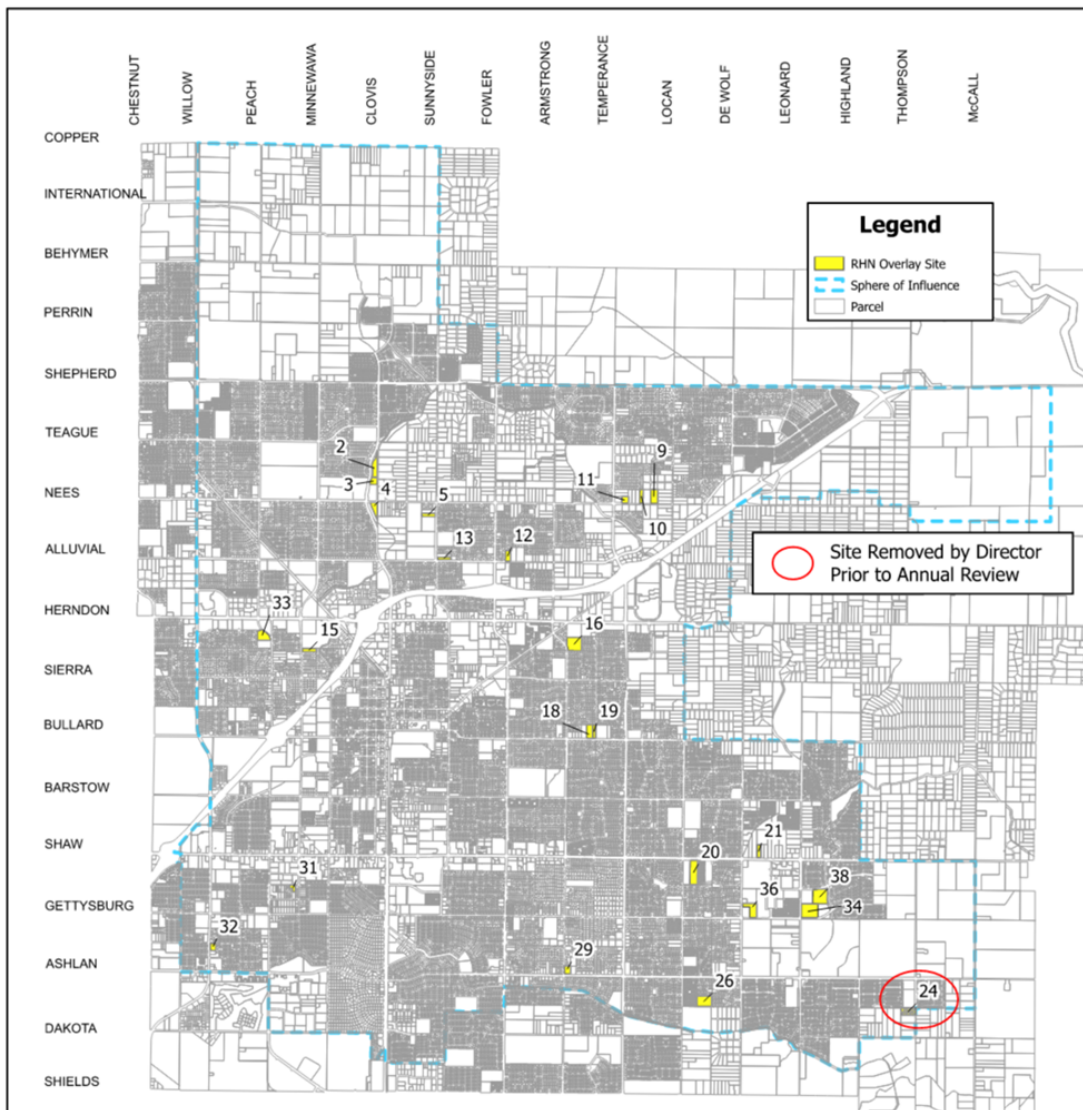
Modifications to the RHN Overlay Map and List of Sites

Prior to the completion of the annual review, staff identified one property that needed to be removed from the RHN Overlay Map and list of sites because the property has been developed with an alternative use. Site 24 has been subdivided to allow single-family residential homes as consistent with the property’s planned land use designation of Very Low Density Residential and R-1-AH zoning. Because this site no longer qualifies, the Director removed it from the list, as follows:

Site #	Acreage	General Plan	Zoning	Action
Site 24	4.86	VLDR	R-1-AH	Removed

Staff has not identified any new sites that should be added to the RHN Overlay District, and no requests have been received from property owners. The updated map of sites is included as **Figure 1**.

Figure 1: 2025 Regional Housing Needs Overlay District Sites Map



Public Meeting

A public notice was published on February 20, 2026, informing the community of the annual review and update to the RHN Overlay District. No public comments have been received. In accordance with the requirements of the CMC, an informational meeting was scheduled on March 3, 2026, to provide information to the public on the annual review and update, including potential changes to the map and list of sites. This staff report was completed prior to the March 3rd meeting. Therefore, any comments received will be summarized during staff's presentation of this item.

California Environmental Quality Act (CEQA)

The City has determined that the annual review and update is exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15061(b)(3), the "common sense exemption," which provides that CEQA applies only to projects that have the potential for causing a significant effect on the environment. The annual review and update will not result in the approval of any activities that are not already permitted under the CMC, or otherwise exempt under CEQA Guidelines. Further, the addition of sites to the RHN Overlay map and list is exempt from CEQA pursuant to Government Code section 65584(g) and CEQA Guidelines Section 15283 as RHN determinations.

Fiscal Impact:

No fiscal impacts have been identified with respect to the annual review and update.

Reason for Recommendation:

The RHN Overlay District was established as a tool for the City to assist in meeting its previous RHNA obligations and is a significant part of the City's proposed RHNA inventory as prescribed by the Sixth Cycle Housing Element. The CMC requires that an annual review and update of the RHN Overlay District map and list coincide with the City Council's consideration of the Housing Element Annual Progress Report, which is currently scheduled for the March 16, 2026, meeting. Sites may be added to or removed from the RHN Overlay map and list in conjunction with the review and update. Site 24 has been removed by the PDS Director because it no longer qualifies. No other changes to the map or list of sites have been identified.

Actions Following Approval:

Following Council approval, staff will finalize the updated RHN Overlay District map and list to reflect the removal of Site 24, ensuring compliance with the requirements of the Sixth Cycle Housing Element.

Conflict of Interest:

None.

RESOLUTION 26-___

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING THE ANNUAL REVIEW AND UPDATE OF THE REGIONAL HOUSING NEEDS (RHN) OVERLAY DISTRICT MAP OF PARCELS AND ASSOCIATED LIST REFLECTING THOSE PARCELS THAT QUALIFY FOR DEVELOPMENT AS RHN OVERLAY PROJECTS

WHEREAS, on November 5, 2018, the City Council adopted Ordinance Amendment 2018-26 (“OA 2018-26”) to add Section 9.18.050, the RHN (Regional Housing Needs) Overlay District, to the Clovis Municipal Code to address the State Department of Housing and Community Development (“HCD”) Regional Housing Needs Allocation (“RHNA”) obligation; and

WHEREAS, on November 2, 2020, the City Council adopted revisions and clarifications to the RHN Overlay District ordinance, including language stating that the RHN Overlay map and list of sites will be reviewed and updated annually; and

WHEREAS, Section 9.18.050.C of the Municipal Code authorizes the Director of Planning and Development Services (Director) to remove parcels from the map and list as may be required; and

WHEREAS, prior to the conduct of the 2026 annual review and update of the RHN Overlay map and list, the Director removed one site because that site no longer meets the qualifications for inclusion; and

WHEREAS, the City Council reviewed and considered an update to the RHN Overlay map and list at a duly noticed regular meeting held on March 16, 2026; and

WHEREAS, in accordance with the requirements of the RHN Overlay District ordinance, Section 9.18.050 of the Clovis Municipal Code, a noticed community meeting was held on March 3, 2026, to provide information to the public on the annual review and update of the RHN Overlay District map and list; and

WHEREAS, the updated RHN Overlay District map and list are attached hereto as Attachments A and B, respectively, and are hereby incorporated by this reference; and

WHEREAS, the City Council has reviewed and considered the staff report and all written materials submitted in connection with the request, and heard, reviewed, and considered the comments from staff and the public at the community meeting and the regular City Council meeting (“Administrative Record”); and

WHEREAS, the City Council has considered the Administrative Record and finds that the annual review and update is exempt from the California Environmental Quality Act (“CEQA”) pursuant to CEQA Guidelines Section 15061(b)(3), Government Code section 65584(g), and CEQA Guidelines Section 15283.

**NOW, THEREFORE, BASED UPON THE ENTIRE RECORD OF THE PROCEEDINGS,
THE CITY COUNCIL RESOLVES AND FINDS AS FOLLOWS:**

1. The annual review and update is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3), the “common sense exemption,” which provides that CEQA applies only to projects that have the potential for causing a significant effect on the environment. The annual review and update will not result in the approval of any activities that are not already permitted under the Clovis Municipal Code, or otherwise exempt under CEQA Guidelines. In addition to the “common sense exemption,” the addition of sites to RHN Overlay District map and list is exempt from CEQA pursuant to Government Code section 65584(g) and CEQA Guidelines Section 15283 as RHN determinations.
2. The annual review and update to the RHN Overlay District map and list of sites, attached hereto as Attachments A and B respectively, is hereby approved.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on March 16, 2026, by the following vote, to wit.

AYES:

NOES:

ABSENT:

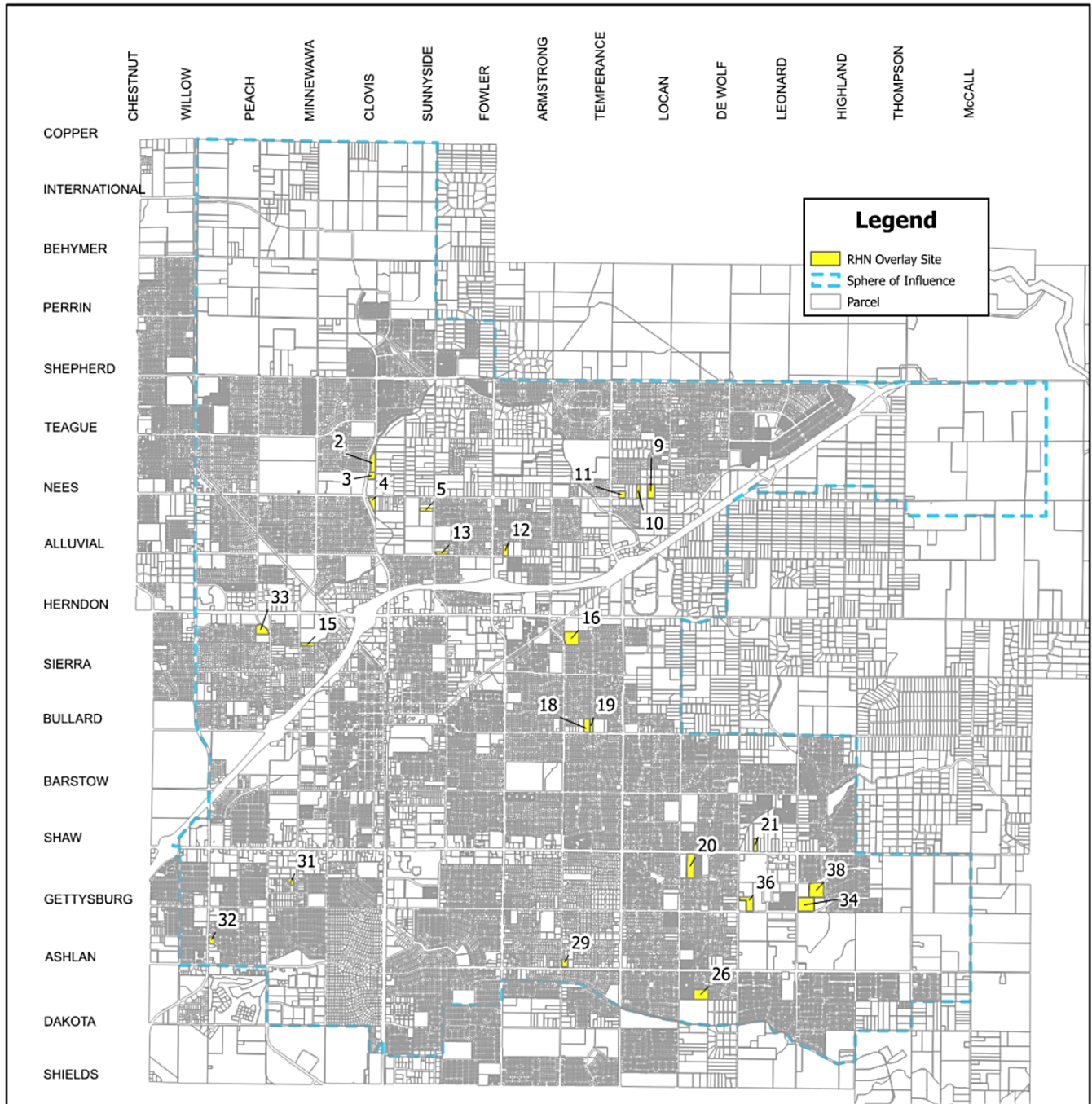
ABSTAIN:

DATED: March 16, 2026

Mayor

City Clerk

ATTACHMENT A **MAP OF PARCELS QUALIFYING FOR DEVELOPMENT AS RHN OVERLAY SITES 3-16-26**



ATTACHMENT B
LIST OF PARCELS QUALIFYING FOR DEVELOPMENT AS RHN OVERLAY SITES 3-16-26

Site	APN	Acreage
1	Removed	0
2	56005119	4.33
3	56005124	2.24
4	56201047T	3.06
5	56223012	2.17
6	Removed	0
7	Removed	0
8	Removed	0
9	55908025	4.79
10	55908017	2.36
11	55908013	2
12	56303206	2.5
13	56314234	1.71
14	Removed	0
15	49134043	2.38
16	55002018	8.99
17	Removed	0
18	55026018	3.85
19	55026019S	2.1
20	55502061	8.28
21	55405354	2.28
22	Removed	0
23	Removed	0
24	Removed	0
25	Removed	0
26	31079524	6.93
27	Removed	0
28	Removed	0
29	55222081	2.2
30	Removed	0
31	49906074	1.25
32	43060121	1.83
33	41003113	4.8
34	55503226	10
35	Removed	0
36	55503127	5.3
37	Removed	0
38	55503227	9.5



CITY of CLOVIS

Report to the City Council

To: City Council

From: Planning and Development Services Department

Date: March 16, 2026

Staff: Marissa Parker, Associate Planner

Subject: Consider Approval - Res. 26-____, A resolution accepting and authorizing the submission of the 2025 General Plan Annual Progress Report, including the 2025 Housing Element Annual Progress Report (APR) to the Governor's Office of Land Use and Climate Innovation and the California Department of Housing and Community Development.

Recommendation: Approve

Attachments:

1. General Plan and Housing Element ATT 1 Res. 26-____
2. General Plan and Housing Element ATT 2 2025 General Plan APR
3. General Plan and Housing Element ATT 3 2025 APR Affordability Assumptions

Recommendation:

Staff recommends that the City Council consider approval of a resolution (Attachment 1) to accept the 2025 General Plan Annual Progress Report (Attachment 2), including the Housing Element Annual Progress Report (APR) (Appendix A to Attachment 2), and provide authorization to submit the report to the Governor's Office of Land Use and Climate Innovation (LCI) and the California Department of Housing and Community Development (HCD).

Executive Summary:

Each year, the City is required to submit an APR on its progress in implementing the General Plan, as mandated by California Government Code Section 65400. A key component of the APR is the Housing Element report, which must follow a format defined by the HCD and include specific data on housing-related efforts. This report includes progress for the 2025 calendar year.

This Housing Element APR documents the City's progress in implementing programs adopted as part of the 2023-2031 Housing Element (Sixth Cycle).

Before submitting the APR, the State requires jurisdictions to present it at a public meeting of the City Council, allowing for both written and oral public comments.

Background:

The City's current General Plan was adopted by the Clovis City Council on August 25, 2014, along with certification of a Program Environmental Impact Report (PEIR). A comprehensive update to the Development Code was adopted at the same time. The General Plan includes the following elements:

- Land Use;
- Economic Development;
- Circulation;
- Housing;
- Public Facilities and Services;
- Environmental Safety;
- Open Space and Conservation; and
- Air Quality

The City has begun the process of updating the General Plan and is in progress, with the goal of adopting the updated plan by the end of 2027.

Housing Element

Every city and county is required by state law to adopt a housing element as a mandatory component of their general plan. The housing element must be updated every eight years and must comply with statutory requirements, including mandatory review by HCD. The City's 2023-2031 Housing Element was adopted on November 4, 2024, and certified by HCD on December 17, 2024. The purpose of the housing element is to assess and address the jurisdiction's housing needs to support the maintenance, improvement and development of housing for all economic segments of the population.

The Sixth Cycle Housing Element Update introduced several new challenges for the City, including the need to accommodate a higher Regional Housing Needs Allocation (RHNA) and comply with new state housing laws, such as Assembly Bill (AB) 686, which mandates a comprehensive fair housing assessment in all housing elements. Additionally, HCD has adopted a more rigorous review process to ensure compliance with housing laws. As a result, the City committed to programs and objectives beyond those of previous cycles. HCD has increased their enforcement and accountability efforts and will now closely monitor progress on these commitments through the APRs more than in previous years.

As required by law, the City must prepare, approve and submit an APR to HCD and the Office of Land Use and Climate Innovation (LCI) by April 1st each year.

General Plan APR Summary

The General Plan APR allows LCI to identify trends in land use decisions and assess their alignment with statewide planning and land use goals. More broadly, these trends can help inform updates to the State's General Plan Guidelines and track a jurisdiction's progress in implementing its General Plan.

The purpose of the General Plan APR is to:

1. Provide local legislative bodies and the public with information regarding implementation of their jurisdiction's General Plan;
2. Inform the public of the progress in meeting community goals;
3. Demonstrate how land use decisions relate to adopted goals, policies and measures of the

General Plan; and

4. Provide sufficient information to identify necessary adjustments or modifications to the General Plan to improve implementation.

With the exception of the report on the Housing Element, there are few requirements for specific data to be provided or formats to be utilized in the General Plan APR. The City's 2025 APR is organized into the following sections:

- Section I - Introduction: Briefly describes the requirement for the APR and its purpose.
- Section II - General Plan Implementation Summary: Reports on City's experience with implementing the General Plan in 2025.
- Section III - General Plan Background: Provides a summary of the adoption of the City's General Plan, its structure, and the role of Urban Centers and Specific Plans.
- Section IV - General Plan Amendments: Identifies and describes the general plan amendments approved by the City in 2025 and their relationship to General Plan goals and policies.
- Section V – General Plan Update: Describes the General Plan Update.
- Section VI – Major Projects Pending: Identifies and describes several major projects that include general plan amendments that are in the entitlement process.
- Section VII - Housing Development Update: Provides a brief summary of housing activity in 2025.
- Appendix A - Housing Element Annual Progress Report: Describes the requirement for the Housing Element APR and points readers to the full Housing Element APR in **Attachment 2**.

Housing Element APR

Ascent has served as the City's consultant in preparing the Sixth Cycle Housing Element, including the Housing Element portion of the APRs. The Housing Element portion of the APR primarily consists of several data tables detailing housing-related activities in 2025, such as development applications, building activity (new construction, entitlements, permits, and completed units), permits issued by affordability, additions to the RHNA inventory through rezone entitlements, and program implementation. The 2025 Housing Element APR is included in this report as **Appendix A to Attachment 2**.

RHNA Progress

RHNA is a state-mandated process that determines the number of housing units each local government must plan for in the Housing Element of its General Plan (Government Code §65584). As part of the RHNA process, HCD allocates the statewide housing need, broken down by income category, to councils of governments (COGs) and provides guidance in preparing the RHNA plan. Fresno COG, serving the Fresno County region, is responsible for developing a methodology to distribute the housing need among local jurisdictions and creating a regional housing needs allocation plan that aligns with the objectives of Government Code Section 65584. In turn, each jurisdiction must update the Housing Element of its General Plan to address its community's housing needs.

The Sixth Cycle RHNA spans the housing projection period from June 30, 2023, through December 31, 2031. The City was allocated a total RHNA of 8,977 units, broken down as follows: 2,926 very low-income, 1,549 low-income, 1,448 moderate-income, and 3,054 above moderate-income units. A total of 1,442 units were permitted between June 30, 2023, and December 30, 2025. In 2025, a total of 597 units were permitted. **Table 1** provides a summary of the City's progress toward meeting this RHNA, covering the period from June 30, 2023, to December 31, 2025. During this time, the City

issued permits for 1,442 units, including 21 very low-income, 16 low-income, 49 moderate-income, and 1,356 above moderate-income units. The remaining RHNA obligations are as follows: 2,905 very low-income, 1,533 low-income, 1,399 moderate-income, and 1,698 above moderate-income units.

Table 1: 2023-2031 RHNA Progress as of 2025

Income Level		RHNA Allocation by Income Level	Projection Period - 06/30/2023-12/30/2023	Permitted Units Issued by Affordability									Total Units to Date (all years)	Total Remaining RHNA by Income Level
				2023	2024	2025	2026	2027	2028	2029	2030	2031		
Acutely Low	Non-Deed Restricted		-	-	-	-	-	-	-	-	-	-		
	Deed Restricted		-	-	-	-	-	-	-	-	-	-		
Low	Non-Deed Restricted		-	-	-	-	-	-	-	-	-	-		
	Deed Restricted		-	-	-	-	-	-	-	-	-	-		
Very Low	Deed Restricted	2,926	-	-	-	-	-	-	-	-	-	-	21	2,905
	Non-Deed Restricted		8	-	13	-	-	-	-	-	-	-		
Low	Deed Restricted	1,549	-	-	-	-	-	-	-	-	-	-	16	1,533
	Non-Deed Restricted		3	-	13	-	-	-	-	-	-	-		
Moderate	Deed Restricted	1,448	-	-	-	-	-	-	-	-	-	-	49	1,399
	Non-Deed Restricted		-	-	16	33	-	-	-	-	-	-		
Above Moderate		3,054	180	-	612	564	-	-	-	-	-	-	1,356	1,698
Total RHNA		8,977												
Total Units			191	-	654	597	-	-	-	-	-	-	1,442	7,535

Relationship between RHNA Progress and Existing Housing Stock

The City's progress towards meeting its RHNA allocation may only consider new construction as evidenced by the issuance of building permits. Though existing housing stock routinely becomes available on the resale or rental market, and those units can potentially be available at affordable rates, RHNA currently only considers new housing production. The Housing Element does include a general evaluation of the local real estate market and how it relates to affordability. However, the resale or rental of individual units is not currently tracked.

Housing Program Progress

The City's housing programs are an integral part of the Housing Plan within the Housing Element, a comprehensive strategy designed to meet the City's housing needs throughout the planning period. The City's 29 housing programs play a crucial role in promoting housing development, preserving existing housing, removing barriers to housing growth, and affirmatively furthering fair housing. Updates to these programs can be found in Table D of **Appendix A** in **Attachment 2**.

The current Housing Element consists of both newly introduced and previously established programs. Of the 29 total programs, 16 are entirely new, while 13 have been carried over in some

form from the previous Housing Element. Examples of continuing programs include the Housing Rehabilitation Program, Homebuyer Assistance Program, and Affordable Housing Incentives, all of which have benefited the Clovis community and will continue to do so.

In the last housing cycle, the City implemented 20 programs, 13 of which have been integrated into the new Housing Element. Additionally, some new programs stem from commitments made through judgment in the *Martinez v. City of Clovis* litigation, approved by the court. These include Programs H4, H8, H10, H11, and H12. Due to increasingly rigorous state requirements, these programs demand a greater level of commitment than those in previous housing cycles.

Goal H1. Accelerate Housing Production – Provide an ample supply of housing to meet the existing and projected housing needs for households at all income levels.

- Program H1. Near-term Annexation Program
- Program H2. No Net Loss Procedures
- Program H3. Surplus Public Land
- Program H4. Development Impact Fee Deferral/Waiver Program
- Program H5. Affordable Housing Incentives and Support
- Program H6. Missing Housing Tools and Resources
- Program H7. Density Bonus Ordinance
- Program H8. Development Standards and Zoning Consistency
- Program H9. Lot Configuration and Large Lot Development
- Program H10. Local Housing Trust Fund
- Program H11. Infill Rezone Program
- Program H12. Mixed Income Zoning Ordinance

Goal H2. Preserve and Improve the Existing Housing Stock – Preserve and improve the existing housing stock to ensure safe and sanitary housing conditions, prevent displacement, and maintain housing affordability.

- Program H13. Preserve At-risk Affordable Housing
- Program H14. Mobile Home Rent Review and Stabilization
- Program H15. Code Enforcement
- Program H16. Housing Rehabilitation
- Program H17. Replacement Housing Program
- Program H18. Energy Conservation

Goal H3. Affirmatively Further Fair Housing – Foster inclusive communities and remove barriers to housing for vulnerable communities including special needs populations and persons experiencing homelessness.

- Program H19. Resources for Special Needs Households
- Program H20. Housing Choice Vouchers
- Program H21. Analysis of Impediments to Fair Housing
- Program H22. Distribute Fair Housing Information
- Program H23. Fair Housing Testing
- Program H24. Homebuyer Assistance Program
- Program H25. Multilingual Outreach on Affordable Housing Opportunities
- Program H26. Actions to Address Homelessness
- Program H27. Neighborhood Revitalization
- Program H28. Zoning Code Amendments for Special Needs Housing
- Program H29. Farmworker Housing

Fiscal Impact:

None.

Reason for Recommendation:

To comply with California Housing Law and Clovis' adopted Housing Element, staff recommends that the City Council accept the General Plan Annual Progress Report for the 2025 calendar year and authorize its submission to LCI and HCD.

Actions Following Approval:

Staff will submit the 2025 General Plan Annual Progress Report to the Governor's Office of Land Use and Climate Innovation and the California Department of Housing and Community Development.

Conflict of Interest:

None.

RESOLUTION 26-__

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS
ACCEPTING THE 2025 GENERAL PLAN ANNUAL PROGRESS REPORT, INCLUDING
THE HOUSING ELEMENT ANNUAL PROGRESS REPORT, AND AUTHORIZING
SUBMISSION TO THE CALIFORNIA GOVERNOR'S OFFICE OF LAND USE AND CLIMATE
INNOVATION AND DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT**

WHEREAS, California Government Code 65400 requires the City to prepare an annual report on the status of the General Plan and progress in implementing the General Plan, and the report must include a portion addressing the Housing Element program progress; and

WHEREAS, the City Council has reviewed and considered the 2025 General Plan Annual Progress Report for the City (which is incorporated herein by this reference) during the regularly scheduled City Council meeting on March 16, 2026; and

WHEREAS, a report titled 2025 General Plan Annual Progress Report was prepared by City staff and the City's Housing Element consultant in accordance with the requirements of Government Code section 65400, and the Report includes the necessary portion addressing the progress in implementing the Housing Element program.

NOW, THEREFORE, BE IT RESOLVED, that the City of Clovis hereby accepts the 2025 General Plan Annual Progress Report and authorizes staff to submit the report to the California Governor's Office of Land Use and Climate Innovation and Department of Housing and Community Development as required by applicable law.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on March 16, 2026, by the following vote, to wit.

AYES:

NOES:

ABSENT:

ABSTAIN:

DATED: March 16, 2026

Mayor

City Clerk

GENERAL PLAN ANNUAL PROGRESS REPORT 2025



Prepared by:

Clovis Planning Division
Department of Planning & Development Services
marissap@clovisca.gov
(559) 324-2338

Attachment 2



CITY *of* CLOVIS

PLANNING & DEVELOPMENT

1033 FIFTH STREET • CLOVIS, CA 93612

To Governor's Office of Land Use and Climate Innovation,

This APR is intended to report on the status of the 2014 Clovis General Plan, including information and summaries related to any general plan amendments occurring during the year 2025, as well as the overall status of implementation of the Clovis General Plan.

The Clovis City Council considered and approved the 2025 General Plan Annual Progress Report (APR) at its regularly scheduled meeting on Monday, March 16, 2026, at 6:00 p.m. at the Clovis City Hall located at 1033 Fifth Street, Clovis, CA 93612.

This APR was prepared by the Planning Division of the Clovis Department of Planning and Development Services. For any questions or comments related to the contents of this APR, please contact Marissa Parker, Associate Planner, at marissap@clovisca.gov or (559) 324-2338.

Sincerely,

Marissa Parker
Associate Planner

RESOLUTION 26-___

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS
ACCEPTING THE 2025 GENERAL PLAN ANNUAL PROGRESS REPORT,
INCLUDING THE HOUSING ELEMENT ANNUAL PROGRESS REPORT, AND
AUTHORIZING SUBMISSION TO THE CALIFORNIA GOVERNOR'S OFFICE OF
LAND USE AND CLIMATE INNOVATION AND DEPARTMENT OF HOUSING AND
COMMUNITY DEVELOPMENT**

WHEREAS, California Government Code 65400 requires the City to prepare an annual report on the status of the General Plan and progress in implementing the General Plan, and the report must include a portion addressing the Housing Element program progress; and

WHEREAS, the City Council has reviewed and considered the 2025 General Plan Annual Progress Report for the City (which is incorporated herein by this reference) during the regularly scheduled City Council meeting on March 16, 2026; and

WHEREAS, a report titled 2025 General Plan Annual Progress Report was prepared by City staff and the City's Housing Element consultant in accordance with the requirements of Government Code section 65400, and the Report includes the necessary portion addressing the progress in implementing the Housing Element program.

NOW, THEREFORE, BE IT RESOLVED, that the City Council hereby accepts the 2025 General Plan Annual Progress Report and authorizes staff to submit the report to the California Governor's Office of Land Use and Climate Innovation and Department of Housing and Community Development as required by applicable law.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on March 16, 2026, by the following vote, to wit.

AYES:

NOES:

ABSENT:

ABSTAIN:

DATED: March 16, 2026

Mayor

City Clerk

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SECTION I - INTRODUCTION

California Government Code Section 65400 requires that all jurisdictions provide the California Land Use and Climate Innovation (LCI) and the California Department of Housing and Community Development (HCD) an Annual Progress Report (APR) outlining the status of the General Plan and progress in its implementation over the previous year's 12-month reporting period.

The APR affords LCI the opportunity to identify trends in land use decisions and how these decisions relate to statewide planning and land-use goals. On a broader scale, these trends can also serve to inform modifications to the State's General Plan Guidelines, and to track progress of a jurisdiction's General Plan implementation.

The purposes of the General Plan APR are to:

1. Provide local legislative bodies and the public with information regarding implementation of their jurisdiction's General Plan;
2. Inform the public of the progress in meeting community goals;
3. Demonstrate how land use decisions relate to adopted goals, policies and measures of the General Plan; and
4. Provide sufficient information to identify necessary adjustments or modifications to the General Plan to improve implementation.

SECTION II - GENERAL PLAN IMPLEMENTATION SUMMARY

2025 General Plan Amendment Applications

In 2025, the City accepted applications for five (5) new general plan amendments. All five (5) applications are in process. General plan amendment applications are further described in Section IV of this APR.

2025 Progress on Comprehensive General Plan Update

The Council instructed the initiation of a review and assessment of the General Plan in 2022, marking the initial phase in considering a potential update to the plan. This process ultimately led the Council to decide on a complete and thorough revision of the General Plan. The Comprehensive General Plan Update is further described in Section V of this APR.

Ongoing Processing of Large Projects

In 2025, progress was made on several large projects that are expected to be presented to the Planning Commission and Council in 2026. These projects include a sphere of influence expansion project, a specific plan, and several large residential tract maps. Large projects are summarized in Section VI of this APR.

SECTION III - GENERAL PLAN BACKGROUND

The 2014 Clovis General Plan (General Plan) was adopted by the Clovis City Council on August 25, 2014¹, along with certification of the Environmental Impact Report^{2,3} (EIR). A comprehensive update to the Development Code was adopted at the same time. The General Plan includes the following elements:

- Land Use;
- Economic Development;
- Circulation;
- Housing;
- Public Facilities and Services;
- Environmental Safety;
- Open Space and Conservation; and
- Air Quality

The stated vision is *“a City that is committed to the Clovis Community Family, their needs, their values, and a quality way of life for all; reflecting that commitment in how it develops and in the activities it undertakes.”*

The General Plan focuses on the preservation and enhancement of the existing Clovis community while allowing the continued development of three Urban Centers to ensure the long-term viability of Clovis. The Urban Centers—key components that are carried forward from the 1993 General Plan—are unique sub-communities of Clovis that enable the City to grow while maintaining authentic, small-town character and overall livability. Each Urban Center can be implemented by either a specific plan or a master development plan, either of which requires coordinated land use and infrastructure planning. The three Urban Centers are Loma Vista, Northwest (renamed to Heritage Grove), and Northeast. A summary of each Urban Center is provided below.

Loma Vista Urban Center

The Loma Vista Urban Center is implemented by the Loma Vista Specific Plan, adopted by the City in 2003. This Specific Plan outlines guiding principles and a comprehensive land use plan to promote a high-quality residential community focused around two community centers, a business campus, and the Reagan Educational Center.

¹ City of Clovis Resolution 14-82 for the adoption of the 2014 Clovis General Plan

² City of Clovis Resolution 14-81 for the certification of the 2014 Clovis General Plan EIR

³ 2014 Clovis General Plan EIR State Clearinghouse Number 2012061069

Northwest Urban Center (Heritage Grove)

The General Plan provides fairly specific land use planning for the Northwest Urban Center, with policies that require a comprehensive design document to provide additional development and land use guidance.

The General Plan also envisions that the comprehensive design document for the Northwest Urban Center will:

- Use San Joaquin Valley-appropriate plantings
- Capitalize on views of Owens Mountain and the Sierra Nevada
- Achieve compact development patterns that integrate a variety of housing types, sizes, and densities at the neighborhood and community level
- Eliminate as feasible the use of sound walls separating neighborhoods from roads
- Develop a well-connected grid system of roads
- Prohibit retail land uses within a quarter mile of any Clovis Unified School District campus

Northeast Urban Center

The General Plan provides fairly specific land use planning for the Northeast Urban Center, with policies that require a comprehensive design document to provide additional development and land use guidance.

The General Plan envisions that the comprehensive design document (such as a master plan or specific plan), for the Northeast Urban Center will:

- Create a series of urban villages that are distinct but that, taken together, contribute to a common public identity for the Northeast Urban Center
- Develop major arterials that are not on a grid pattern; rather, the major arterials flow with the land and capitalize on vistas of the Sierra Nevada and pristine local viewsheds
- Provide other streets in a well-connected grid system
- Connect neighborhoods, community centers, parks, schools, and commercial districts with a robust non-vehicular circulation system

General Plan Focus Areas

In addition to the General Plan concentration of development patterns within the three Urban Centers, there are also fourteen (14) Focus Areas throughout the City. Focus areas are intended to complement the General Plan land use designations and, in some cases, expand permissible uses, introduce policy requirements, augment development standards, or may call attention to a complex property.

SECTION IV - GENERAL PLAN AMENDMENTS

The following is a list of general plan amendments processed in 2025, followed by a brief summary of each.

GPA NUMBER	PROJECT NAME	PLANNING COMMISSION	CITY COUNCIL	STATUS	RESOLUTION NUMBERS
2023-004	Vista Ranch	TBD*	TBD*	TBD*	TBD*
2023-005	Vista Ranch	TBD*	TBD*	TBD*	TBD*
2023-006	Vista Ranch	TBD*	TBD*	TBD*	TBD*
2024-003	Infill Rezone Program	TBD*	TBD*	TBD*	TBD*
2025-001	Heritage Grove Specific Plan	TBD*	TBD*	TBD*	TBD*
2025-002	Heritage Grove Specific Plan	TBD*	TBD*	TBD*	TBD*
2025-003	21-lot Subdivision	TBD*	TBD*	TBD*	TBD*
2025-004	48-lot Subdivision	TBD*	TBD*	TBD*	TBD*
2025-005	71-lot Subdivision	TBD*	TBD*	TBD*	TBD*
2025-006	Commercial to HDR	TBD*	TBD*	TBD*	TBD*
2026-001	Shepherd-168 Commercial	TBD*	TBD*	TBD*	TBD*
2026-002	Shaw Avenue Specific Plan	TBD*	TBD*	TBD*	TBD*
*TBD - To be determined - indicates the project has not yet gone for consideration, thus no action has been taken.					

GPA2023-004, GPA2023-005, GPA2023-006, Vista Ranch Master Plan

General Plan Amendments 2023-004, 2023-005, and 2023-006 have not yet been fully processed and therefore have not been considered by the Planning Commission or City Council at the time this report was prepared. These applications are associated with a larger master plan overlay project that is comprised of multiple entitlements including a sphere of influence amendment, annexation, pre-zone, and tract map. Additional project details are included in Section VI of this report below.

GPA2024-003, Infill Rezone Program

General Plan Amendment 2024-003 has not yet been fully processed and therefore has not been considered by the Planning Commission or City Council at the time this report was prepared. In conjunction with the Martinez v. City of Clovis litigation, the City is required to complete an Infill Rezone Program to rezone multiple sites throughout the City to the R-3 (Multifamily High Density) or R-4 (Multifamily Very High Density) zone districts to create capacity for approximately 1,284 affordable housing units. The project will also include amendments to the general plan

designation for each of the affected sites to ensure consistency between the general plan designation and the zoning classification.

GPA2025-002, GPA2025-002, Heritage Grove H-Land Specific Plan

General Plan Amendments 2025-001 and 2025-002 have not yet been fully processed and therefore have not been considered by the Planning Commission or City Council at the time this report was prepared. GPA2025-001 and GPA2025-002 requests to amend the General Plan land use diagram for several areas within a proposed 880-acre specific plan boundary. The amendment includes: the creation of a specific plan, the redistribution of park areas, an increase of commercial acreage areas, and an increase in residential density for some areas. This general plan amendment is a part of a larger project that includes a specific plan, annexation, rezoning, residential tract map, planned development permit, and site plan review. Additional project details are included in Section VI of this report below.

GPA2025-003, 21-Lot Subdivision

General Plan Amendment 2025-003 has not yet been fully processed and therefore has not been considered by the Planning Commission or City Council at the time this report was prepared. GPA2025-003 requests to amend the General Plan land use diagram for 3.9 acres to facilitate the development of a 21-lot subdivision. The Project is proposing to adjust the subject area's land use from the VL (Very Low Density Residential – 0.6-2.0 du/acre) designation to the M (Medium Density Residential – 4.1-7.0 dwelling units/acre) designation. This application is being processed concurrently with a rezone and residential tract map.

GPA2025-004, 48-Lot Subdivision

General Plan Amendment 2025-004 has not yet been fully processed and therefore has not been considered by the Planning Commission or City Council at the time this report was prepared. GPA2025-003 requests to amend the General Plan land use diagram for 5.1 acres to facilitate the development of a 48-lot subdivision. The Project is proposing to adjust the subject area's land use from the VL (Very Low Density Residential – 0.6-2.0 du/acre) and L (Low Density Residential – 2.1-4.0 dwelling units/acre) designations to the M (Medium Density Residential – 4.1-7.0 dwelling units/acre) designation. This application is being processed concurrently with a rezone, planned development permit, and residential tract map.

GPA2025-005, 71-Lot Subdivision

General Plan Amendment 2025-005 has not yet been fully processed and therefore has not been considered by the Planning Commission or City Council at the time this report was prepared. GPA2025-005 requests to amend the General Plan land use diagram for 8.75 acres to facilitate the development of a 71-lot subdivision. The Project is proposing to adjust the subject area's land use from the L (Low Density Residential – 2.1-4.0 dwelling units/acre) designations to the MH (Medium-High Density Residential – 7.-20 dwelling units/acre) designation. This application is

being processed concurrently with a rezone, planned development permit, and residential tract map.

GPA2025-006, Commercial to High Density Residential

General Plan Amendment 2025-006 has not yet been fully processed and therefore has not been considered by the Planning Commission or City Council at the time this report was prepared. GPA2025-006 requests to amend the General Plan land use diagram for 8.12 acres to facilitate the development of a 163-unit multi-family development. The Project is proposing to adjust the subject area's land use from the GC (General Commercial) designation to the H (High Density Residential – 20.1-30 dwelling units/acre) designation. This application is being processed concurrently with a rezone.

GPA2026-001, Shepherd - 168 Commercial

General Plan Amendment 2026-001 has not yet been fully processed and therefore has not been considered by the Planning Commission or City Council at the time this report was prepared. GPA2026-001 requests to amend the General Plan land use diagram for 18.75 acres to facilitate the development of a Planned Commercial Center. The Project is proposing to adjust the subject area's land use from the OS (Open Space) and PF (Public Facilities) designation to the GC (General Commercial) designation. This application is being processed concurrently with a rezone to the P-C-C (Planned Commercial Center).

GPA2026-001, Shaw Avenue Specific Plan Amendment

General Plan Amendment 2026-002 has not yet been fully processed and therefore has not been considered by the Planning Commission or City Council at the time this report was prepared. GPA2026-002 requests to amend the Shaw Avenue Specific Plan to allow Mini-Storage Uses on 2.45 acres to facilitate the development of a new self-storage facility. This application does not amend the General Plan Land Use diagram; it is only a text change to the Shaw Avenue Specific Plan. This application is being processed concurrently with a Conditional Use Permit and Site Plan Review.

SECTION V – HOUSING ELEMENT & GENERAL PLAN UPDATE

Comprehensive General Plan Update

The City hired a planning firm (DeNovo Planning Group) in May of 2022 to perform an initial review of the current General Plan before establishing a work plan and scope for a subsequent update. The purpose of this review is to evaluate the current General Plan against new legislative requirements as well as local goals and objectives and then develop a set of options, strategies, and recommendations to inform the Council. The Planning Commission and City Council also provided feedback on key topics, issues, and local priorities that should be addressed should a

new general plan update be initiated. This information was assembled with feedback from other stakeholders and the consultant's legislative analysis of the current General Plan.

A General Plan Update Strategy Report was presented to the Council on August 21, 2023, at which time the Council provided direction to initiate a comprehensive update to the General Plan. City staff issued a request for proposals (RFP) to invite experienced planning firms to vie for a partnership with the City in the update of the General Plan on March 20, 2024. Following a thorough competitive selection process, staff has identified De Novo as the preferred consultant to lead this crucial endeavor and a final scope and cost proposal have been negotiated. On September 16, 2024, the City Council approved a consultant agreement between the City and De Novo Planning Group. De Novo is dedicated to completing the entire project within a three-year timeframe. The update will be divided into three distinct phases, each lasting approximately one year, with some overlap between key tasks. The phases are as follows; Phase 1 - Visioning and Existing Conditions; Phase 2 - Land Use Alternatives; and Phase 3 - General Plan and EIR.

The City has established a General Plan Advisory Committee (GPAC) which is an ad hoc committee established by the Clovis City Council for purposes of the General Plan update. The GPAC serves as one of the primary channels for the community to make recommendations to the City Council on the updated Clovis General Plan. There will be approximately 12 meetings where the GPAC will provide input on various General Plan items, processes, and policies. Currently, four (4) meetings have been held where the GPAC has provided feedback on the overall vision for the City, Economic Development, Housing, and Land Use. GPAC meetings will continue throughout the year. The General Plan Update is expected to be completed by 2027.

SECTION VI – MAJOR PROJECTS PENDING

Several major projects are underway that will include or require the approval of a general plan amendment. These projects are described below along with a projected timeline for consideration by the Planning Commission and Council.

Vista Ranch Sphere of Influence - Wilson

The Vista Ranch Project is located directly northeast of the City, bounded on the north by East Behymer Avenue, on the east by Big Dry Creek Reservoir, on the south by East Shepherd and East Perrin Avenues, and on the west by North Fowler and North Sunnyside Avenues. The Project site is approximately 923 acres and includes a City of Clovis Sphere of Influence (SOI) Expansion. Within the Project area, the Vista Ranch Master Plan area will encompass approximately 509 acres, and that area is proposed to be annexed into the City of Clovis. Project entitlements include a sphere of influence expansion, annexation, pre-zoning, master plan, and subdivision tract map. A general plan amendment (GPA2023-004) is proposed to amend the existing land use pattern to reflect the modified land use pattern proposed in conjunction with the master

plan. GPA2023-005 is a request to modify General Plan Focus Area 13 and create Focus Area 13a. GPA2023-006 is a request to modify the circulation element, including adding a Shepherd Avenue access. The project is projected to be presented for consideration by the Planning Commission and City Council by the end of 2026.

Heritage Grove H-Land Specific Plan, Annexation and Tract Map – Heritage Development Company

A specific plan is proposed for an area encompassing approximately 880 acres located north of Shepherd Avenue and east of Willow Avenue. A portion of the project area is currently outside the City limits, but the entire project area is within the City's sphere of influence (SOI). The proposed Specific Plan would be constructed in three phases.

- **Phase 1.** Phase 1 would include the construction of residential, retail and commercial uses within the Specific Plan Area between East Shepherd Avenue and East Perrin Avenue. At complete buildout, Phase 1 would include the development of approximately 3,587 dwelling units, 711,167 square-feet of retail uses, and 296,458 square-feet of commercial uses built over 343 acres.
- **Phase 2.** Phase 2 would include the construction of residential, retail and commercial uses within the Specific Plan Area between East Shepherd Avenue and East Behymer Avenue. At complete buildout, Phase 2 would include the development of approximately 1,875 dwelling units, 97,247 square-feet of retail uses, and 338,012 square-feet of commercial uses built over 280 acres.
- **Phase 3.** Phase 3 would include the construction of residential uses within the Specific Plan Area north of East Behymer Avenue. At complete buildout, Phase 3 would include the development of approximately 1,039 dwelling units built over 167 acres.

Entitlements included with the proposed project include a specific plan, annexation, rezoning, residential tract map, planned development permit, and site plan review. A general plan amendment is proposed to adjust the land use pattern for small portion of the total project area in conjunction with the completion of the specific plan. The project is projected to be presented to the Planning Commission and City Council for consideration early 2027.

SECTION VII - HOUSING DEVELOPMENT UPDATE

In the 2025 reporting period, the City of Clovis issued 597 residential permits, consisting of 562 single-family homes, and 35 accessory dwelling units (ADUs).

Appendix A - Housing Element Annual Progress Report

As a component of the General Plan Annual Progress Report, the City must provide and report on specific information relative to its Housing Element in a Housing Element Annual Progress Report. Utilizing a standard form provided by HCD, data is gathered and input to demonstrate

the City's progress towards housing production across affordability levels, development applications received, and updates on housing program implementation for the year 2025. The purpose of the APR is to provide the City Council and the State with the City's progress on its Housing Element implementation and status towards meeting its allocated share of regional housing needs (RHNA). The Housing Element Annual Progress Report is included as Appendix A.

Please Start Here

General Information	
Jurisdiction Name	Clovis
Reporting Calendar Year	2025
Contact Information	
First Name	Lily
Last Name	Cha
Title	Senior Planner
Email	lilyc@cityofclovis.com
Phone	5593242335
Mailing Address	
Street Address	1033 Fifth Street
City	Clovis
Zipcode	93612

Optional: Click here to import last year's data. This is best used when the workbook is new and empty. You will be prompted to pick an old workbook to import from. Project and program data will be copied exactly how it was entered in last year's form and must be updated. If a project is no longer has any reportable activity, you may delete the project by selecting a cell in the row and typing ctrl + d.

[Click here to download APR Instructions](#)

Click here to add rows to a table. If you add too many rows, you may select a cell in the row you wish to remove and type ctrl + d.

v_02_19_26

Optional: This runs a macro which checks to ensure all required fields are filled out. The macro will create two files saved in the same directory this APR file is saved in. One file will be a copy of the APR with highlighted cells which require information. The other file will be list of the problematic cells, along with a description of the nature of the error.

Optional: Save before running. This copies data on Table A2, and creates another workbook with the table split across 4 tabs, each of which can fit onto a single page for easier printing. Running this macro will remove the comments on the column headers, which contain the instructions. Do not save the APR file after running in order to preserve comments once it is

Optional: This macro identifies dates entered that occurred outside of the reporting year. RHNA credit is only given for building permits issued during the reporting year.

Link to the online system: <https://hcd.my.site.com/hcdconnect>

Toggles formatting that turns cells green/yellow/red based on data validation rules.

Submittal Instructions

Please save your file as Jurisdictionname2025 (no spaces). Example: the City of San Luis Obispo would save their file as SanLuisObispo2025

Housing Element Annual Progress Reports (APRs) forms and tables must be submitted to HCD and the Governor's Office of Planning and Research (OPR) on or before April 1 of each year for the prior calendar year; submit separate reports directly to both HCD and OPR pursuant to Government Code section 65400. There are two options for submitting APRs:

1. **Online Annual Progress Reporting System - Please see the link to the online system to the left.** This allows you to upload the completed APR form into directly into HCD's database limiting the risk of errors. If you would like to use the online system, email APR@hcd.ca.gov and HCD will send you the login information for your jurisdiction. *Please note: Using the online system only provides the information to HCD. The APR must still be submitted to OPR. Their email address is opr.apr@opr.ca.gov.*

2. **Email** - If you prefer to submit via email, you can complete the excel Annual Progress Report forms and submit to HCD at APR@hcd.ca.gov and to OPR at opr.apr@opr.ca.gov. Please send the Excel workbook, not a scanned or PDF copy of the tables.

Jurisdiction	Clovis	
Reporting Year	2025	(Jan. 1 - Dec. 31)
Housing Element Planning Period	6th Cycle	12/31/2023 - 12/31/2031

Building Permits Issued by Affordability Summary		
Income Level		Current Year
Acutely Low	Deed Restricted	0
	Non-Deed Restricted	0
Extremely Low	Deed Restricted	0
	Non-Deed Restricted	0
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	33
Above Moderate		564
Total Units		597

Units by Structure Type	Entitled	Permitted	Completed
Single-family Attached	0	0	0
Single-family Detached	542	562	537
2 to 4 units per structure	0	0	0
5+ units per structure	0	0	12
Accessory Dwelling Unit	22	35	31
Mobile/Manufactured Home	0	0	0
Total	564	597	580

Infill Housing Developments and Infill Units Permitted	# of Projects	Units
Indicated as Infill	177	176
Not Indicated as Infill	421	421

Housing Applications Summary	
Total Housing Applications Submitted:	12
Number of Proposed Units in All Applications Received:	3,688
Total Housing Units Approved:	3,688
Total Housing Units Disapproved:	0

Use of Streamlined Ministerial Approval Process or SMAP (formerly SB 35 / 423) - Applications	
Number of SMAP Applications	0
Number of SMAP Applications Approved	0

Units Constructed - SMAP (formerly SB 35 / 423) - Permits			
Income	Rental	Ownership	Total
Acutely Low	0	0	0
Extremely Low	0	0	0
Very Low	0	0	0
Low	0	0	0
Moderate	0	0	0
Above Moderate	0	0	0
Total	0	0	0

Streamlining Provisions Used - Permitted Units	# of Projects	Units
SB 9 (2021) - Duplex in SF Zone	0	0
SB 9 (2021) - Residential Lot Split	0	0
AB 2011 (2022)	0	0
SB 6 (2022)	0	0
SMAP	0	0

Ministerial and Discretionary Applications	# of	Units
Ministerial	3	781
Discretionary	8	2905

Density Bonus Applications and Units Permitted	
Number of Applications Submitted Requesting a Density Bonus	1
Number of Units in Applications Submitted Requesting a Density Bonus	279
Number of Projects Permitted with a Density Bonus	0
Number of Units in Projects Permitted with a Density Bonus	0

Housing Element Programs Implemented and Sites Rezoned	Count
Programs Implemented	65
Sites Rezoned to Accommodate the RHNA	0

Jurisdiction	Clovis
Reporting Year	2025 (Jan. 1 - Dec. 31)
Planning Period	5th Cycle (2020-2025)

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Note: "*" indicates an optional field
Cells in grey contain auto-calculation formulas

Table A
Housing Development Applications Submitted

Project Identifier					Unit Types		Date Application Submitted	Proposed Units - Affordability by Household Incomes													Total Approved Units by Project	Total Disapproved Units by Project	Streamlining	Historic Sites	Density Bonus Law Applications		Application Status	Project Type	Notes		
1					2	3	4	5													6	7	8	9	10	11		12	13	14	
Prior APN*	Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID	Unit Category (SFA,SFD,2 to 4,5+,ADU,MH)	Tenure R=Renters O=Owner	Date Application Submitted (see instructions)	Acutely Low-Income Deed Restricted	Acutely Low-Income Non Deed Restricted	Extremely Low-Income Deed Restricted	Extremely Low-Income Non Deed Restricted	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	PROPOSED Units by Project	TOTAL APPROVED Units by Project	DISAPPROVED Units by Project	Please select state streamlining provisions the application was submitted pursuant to.	Is this project located on a site with an associated historical designation as outlined in Government Code Section 65400(a)(2)(N) and reported on Table L7?	Did the housing development application seek incentives or concessions pursuant to Government Code section 65915?	Were incentives or concessions requested pursuant to Government Code section 65915 approved?	Please indicate the status of the application.	Is the project considered a ministerial project or discretionary project?	Notes*			
Summary Row: Start Data Entry Below																															
	555-450-22	Loma Vista Pkwy & Encino Ave	Loma Vista Apartments	MFRDR2025-001	5+	R		0	0	0	0	0	279	0	0	0	0	0	602	2907	3688	3688	0		No	No	No	N/A	Approved	Ministerial	
	563-245-03	2176 Nees Ave	Granville - Nees + Armstrong	GPA2025-005, R2025-004, PDP2025-003, TM6492, RSPR2025-011	SFD	O	3/21/2025	0	0	0	0	0	0	0	0	0	0	0	72	72	72	0	None	No	No	No	N/A	Pending	Discretionary		
	559-080-13	2683 Nees Ave	Granville - NEC Nees + Temperance	GPA2025-003, R2025-002, RSPR2025-002, TM6516	SFD	O	10/16/2025	0	0	0	0	0	0	0	0	0	0	0	21	21	21	0	None	No	No	No	N/A	Pending	Discretionary	563-245-03, 563-245-05, 5	
	559-080-17	2783 Nees Ave	Granville - NEA Nees + Temperance	GPA2025-004, R2025-003, PDP2025-002, TM6526	SFD	O	8/7/2025	0	0	0	0	0	0	0	0	0	0	0	48	48	48	0	None	No	No	No	N/A	Pending	Discretionary	559-080-13, 559-080-33,	
	580-072-35	E Behymer Ave & N Minnewawa Ave	Granville - Peach + Behymer	R0314, R2025-005, PDP2025-004, TM6526, RSPR2025-012	SFD	O	10/7/2025	0	0	0	0	0	0	0	0	0	0	0	139	139	139	0	None	No	No	No	N/A	Pending	Discretionary	559-080-17, 559-080-25, 5	
	564-033-11	1038 and 1040 N Temperance Avenue	Graville Campus Affiliated Housing	MFRDR2025-002, AUP2025-011	5+	R	11/17/2025	0	0	0	0	0	0	0	0	0	0	282	0	282	282	0	None	No	No	No	N/A	Pending	Ministerial	580-072-35, 580-072-19, 5	
	564-032-145	N Locah Ave & Nees Ave	Graville Campus Affiliated Housing	TM6485, AUP2025-011, PDP2025-005, RSPR2025-013	SFD	O	12/11/2025	0	0	0	0	0	0	0	0	0	0	0	221	221	221	0	None	No	No	No	N/A	Pending	Discretionary	564-033-11, 564-033-12,	
	556-040-30S	N Baron ave & N Mission Ave	Lennar - NWC Permit + Submittals	TM6543, PDP2025-001	SFD	O	10/6/2025	0	0	0	0	0	0	0	0	0	0	0	136	136	136	0	None	No	No	No	N/A	Pending	Discretionary	564-032-145 through 17, 5	
	564-060-40	2670 Nees Ave	Granville - South of Nees	TM6527	SFD	O	8/7/2025	0	0	0	0	0	0	0	0	0	0	0	8	8	8	0	None	No	No	No	N/A	Pending	Discretionary	564-060-40, 564-060-41, 5	
	556-020-31S	E Shepherd Ave & N Willow Ave	Heritage Grove	R0308, GPA2025-001, GPA2025-002, R2025-001, TM6515	SFD	O	8/7/2025	0	0	0	0	0	0	0	0	0	0	0	2260	2260	2260	0	None	No	No	No	N/A	Pending	Discretionary		
	555-020-061	7575 E Shaw Ave	Marscor Multi-Family	RHNA2025-001	5+	R	10/17/2025	0	0	0	0	0	279	0	0	0	0	0	0	279	279	0	None	No	Yes	Yes	Approved	Ministerial	556-020-31S, 556-010-43,		
	558-530-01	3091 Teague Ave	SB-9	PM2025-006	SFD	O	11/18/2025	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	SB 9 (2021) - Duplex in SF Zone	No	No	No	N/A	Approved	Ministerial		

Table A2

ANNUAL ELEMENT PROGRESSREPORT

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Table A2

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Table B

Jurisdiction	Clovis	
Reporting Year	2025	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	12/31/2023 - 12/31/2031

ANNUAL ELEMENT PROGRESS REPORT Housing Element Implementation

This table is auto-populated once you enter your jurisdiction name and current year data. Past year information comes from previous APRs.
Please contact HCD if your data is different than the material supplied here

Table B														
Regional Housing Needs Allocation Progress														
Permitted Units Issued by Affordability														
		1	Projection Period	2									3	4
Income Level		RHNA Allocation by Income Level	Projection Period - 06/30/2023-12/30/2023	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total Units to Date (all years)	Total Remaining RHNA by Income Level
Acutely Low	Deed Restricted	-	-	-	-	-	-	-	-	-	-	-	-	-
	Non-Deed Restricted	-	-	-	-	-	-	-	-	-	-	-	-	-
Extremely Low	Deed Restricted	-	-	-	-	-	-	-	-	-	-	-	-	-
	Non-Deed Restricted	-	-	-	-	-	-	-	-	-	-	-	-	-
Very Low	Deed Restricted	2,926	-	-	-	-	-	-	-	-	-	-	21	2,905
	Non-Deed Restricted	-	8	-	13	-	-	-	-	-	-	-	-	-
Low	Deed Restricted	1,549	-	-	-	-	-	-	-	-	-	-	16	1,533
	Non-Deed Restricted	-	3	-	13	-	-	-	-	-	-	-	-	-
Moderate	Deed Restricted	1,448	-	-	-	-	-	-	-	-	-	-	49	1,399
	Non-Deed Restricted	-	-	-	16	33	-	-	-	-	-	-	-	-
Above Moderate		3,054	180	-	612	564	-	-	-	-	-	-	1,356	1,698
Total RHNA		8,977												
Total Units			191	-	654	597	-	-	-	-	-	-	1,442	7,535

*For years prior to 2025, Acutely Low-Income units are reported within the Extremely Low-Income category

*For jurisdictions that received RHNA determinations for the current cycle prior to the passage of AB 3093 (September 19, 2024):

- You were not allocated Acutely Low-Income and Extremely Low-Income RHNA targets, therefore the allocations in Field 1 are listed as "0"
- If you wish to set your own targets in these income categories for informational purposes, contact HCD staff at apr@hcd.ca.gov.
- All Acutely Low-Income and Extremely Low-Income units reported during the cycle are counted towards Very-Low Income RHNA progress

*For years prior to 2025, data on deed-restricted vs. non-deed restricted Extremely Low-Income units is approximated from whether the projects reported any deed-restricted Very Low-Income Units. If you wish to edit this historical data for accuracy or have any questions about the data, you may login to HCD's online APR system, or contact HCD staff at apr@hcd.ca.gov.

Please Note: Table B does not currently contain data from Table F or Table F2 for prior years. You may login to the APR system to see Table B that contains this data.

Please note: The APR form can only display data for one planning period. To view progress for a different planning period, you may login to HCD's online APR system, or contact HCD staff at apr@hcd.ca.gov.

Table C

Jurisdiction	Clovis	
Reporting Year	2025	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	12/31/2023 - 12/31/2031

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

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ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Jurisdiction		Clovis						
Reporting Year		2025		(Jan. 1 - Dec. 31)				
Table D								
Program Implementation Status pursuant to GC Section 65583								
Housing Programs Progress Report								
Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.								
1	2	3	4	5	6	7	8	9
Name of Program	Objective	Projected Completion Date in Housing Element	Applicable Cycle	Status of Program Implementation	Program Implementation Details	Quantified Outcomes: Category	Quantified Outcomes: Count	Supporting Documents
H1. Near-Term Annexation Program	Create capacity for 590 above moderate-income units as part of Wilson annexation (TM6343).	6/30/2024	6th Cycle	Completed	Annexation was completed on October 14, 2024. The first phase has been recorded and the subsequent phases are currently undergoing Engineering and Construction Plan review.	Units	590	None
H1. Near-Term Annexation Program	Create capacity for 605 above moderate-income units as part of Shepherd North annexation (TM6205).	6/30/2024	6th Cycle	Completed	Annexation was completed on October 21, 2024. The first two phases have been recorded and the subsequent phases are currently undergoing Engineering and Construction Plan review.	Units	605	None
H1. Near-Term Annexation Program	Create capacity for 1,167 moderate-income units as part of Heritage Grove Specific Plan Phases 1a and1b.	6/30/2025	6th Cycle	In Progress	The Environmental Review for the Specific Plan is in progress, with entitlement completion anticipated by the end of 2026. The City Council has approved annexation of Phase 1a, which has been submitted to LAFCO. Annexation of Phase 1b is expected to align with the Specific Plan entitlement process, projected by the end of 2026.	Units		None
H2. No Net Loss Procedures	Monitor development and other changes in the inventory to ensure the City has remaining capacity consistent with its share of the regional housing need. Make replacement sites available within 180 days.	12/31/2031	6th Cycle	Continuous	The City has implemented a tracking system to support No Net Loss requirements and ensure compliance with RHNA unit allocations.	Other	1	None
H3. Surplus Public Land	Annually review the inventory of City- and other publicly owned surplus, vacant, or underused land no longer needed for current or foreseeable future public operations that should be considered for sale or lease for development of affordable housing. Publicize inventory of surplus sites on City website and send to non-profit developers annually.	12/31/2031	6th Cycle	Continuous	The City does not have any surplus public land. However, as outlined in Program H10 below, the City has already dedicated one City-owned property through the Property Dedication Program and is in the process of adding two more sites to the Housing Trust Fund.	Other		None

Table D

H3. Surplus Public Land	Identify one publicly owned site during the planning period to declare surplus public lands in high and highest resource areas to improve housing mobility for lower-income households with capacity for at least 50 lower-income households	12/31/2031	6th Cycle	Continuous	The City has previously assisted in the purchase of one vacant property with City funds. The property is planned for 47 low income and very low income rental housing units for seniors. The City is in the process of adding two more sites to the Housing Trust Fund.	Households		None
H4. Development Impact Fee Deferral/Waiver Program	Adopt a Development Impact Fee Deferral/Waiver Program (effective date of July 1, 2024) and market to developers and public in Spring of 2024 following City Council approval/adoption.	7/1/2024	6th Cycle	Completed	Clovis City Council adopted the Affordable Housing Development Impact Fee Program on April 8, 2024. Subsequently, on June 7, 2024, and again on August 28, 2025, City staff published a Notice of Funding Availability for applications to the Affordable Housing Development Impact Fee Deferral Program.	Other	1	https://www.clovisca.gov/services/affordable_housing/affordable_housing_development/financial_incentives.php
H4. Development Impact Fee Deferral/Waiver Program	Provide fee deferrals and reductions to 120 lower-income housing units each year during the planning period.	12/31/2031	6th Cycle	Continuous	One application has been received for deferral of fees for 46 low-income senior housing units. City staff will publish the RFP for the fee deferral program annually.	Units	46	https://www.clovisca.gov/services/affordable_housing/affordable_housing_development/financial_incentives.php
H5. Affordable Housing Incentives and Support	Promote the use of the density bonus ordinance, application process streamlining, and the Affordable Housing Fee Reduction Program to encourage affordable housing, with an emphasis on encouraging affordable housing in highest resource areas.	12/31/2031	6th Cycle	Continuous	City staff promoted the use of the Affordable Housing Fee Reduction Program to encourage affordable housing through the development and publication of the NOFA for the program. To date, one application has been received. Fee deferrals have been set aside for 46 low-income senior housing units.	Other	1	https://www.clovisca.gov/services/affordable_housing/affordable_housing_development/financial_incentives.php
H5. Affordable Housing Incentives and Support	Prepare and publish administrative procedures for the processing of housing developments eligible for streamlined review pursuant to SB 35.	1/31/2024	6th Cycle	Completed	Administrative/Streamlining procedures were adopted in November 2021, by code (CMC 9.50.060) and published on the City's webpage.	Other	1	https://www.codepublishing.com/CA/Clovis/#!/Clovis09/Clovis0950.htm#9.50.060
H5. Affordable Housing Incentives and Support	As projects are proposed, and at least proactively on an annual basis, partner with nonprofit and for-profit affordable housing developers to support their financing applications for state and federal grant programs, tax-exempt bonds, and other programs that become available.	12/31/2031	6th Cycle	Continuous	In September 2024, City staff partnered with Better Opportunities Builder (BOB), Inc., a local non-profit housing developer and Central California Housing Corporation (CCHC), a local affordable housing developer in their application to the State of California Disaster Recovery Multifamily Housing Program NOFA, and the State of California Local Housing Trust Fund Program, which requested funding for a 47-unit low-income senior housing project. Neither applications were successful. In May 2025, City staff again partnered with BOB and CCHC to apply for HOME Program funds for the project, unfortunately this application was also unsuccessful. City staff applied for local Fresno County Measure C funds through the Transit Oriented Development program for infrastructure funds for the project. The City was successful in obtaining \$427,714 for the project. Additionally, the City of Clovis pledged \$1,000,000 in Clovis Housing Trust Funds to the project in 2024.	Other	2	None

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H5. Affordable Housing Incentives and Support	Provide technical assistance and incentives to support development of 1,100 lower-income housing units during the planning period, including 500 low-, 500 very low-, and 100 extremely low- or special needs housing units.	12/31/2031	6th Cycle	Continuous	City staff partnered with Better Opportunities Builder (BOB), Inc., a local non-profit housing developer and Central California Housing Corporation (CCHC), a local affordable housing developer in their application to the State of California Disaster Recovery Multifamily Housing Program NOFA, the HOME Program NOFA and the State of California Local Housing Trust Fund Program, which requested funding for a 47-unit low-income senior housing project.	Units	47	None
H6. Missing Middle Housing Tools and Resources	Review and amend development standards (e.g., setback, height, parking) to remove barriers to ministerial lot splits and duplexes in single-family zones.	7/31/2025	6th Cycle	Continuous	City staff review development standards regarding ministerial lot splits and duplexes in single-family zones regularly. Chapter 9.10.010 is up to date with current state legislation.	Other	1	https://www.codepublishing.com/CA/Clovis/#!/Clovis09/Clovis0910.html#9.10
H6. Missing Middle Housing Tools and Resources	Amend Section 9.40.020 of the Development Code to clarify that ADUs are permitted in all residential and mixed use zones.	6/30/2024	6th Cycle	Completed	Currently, Chapter 9.40.020 permits ADUs in all residential zoning districts and mixed-use zones where residential uses are allowed.	Other	1	https://www.codepublishing.com/CA/Clovis/#!/Clovis09/Clovis0940.html#9.40.020
H6. Missing Middle Housing Tools and Resources	Annually review legislative changes to ADU regulations and update the City's Development Code (Section 9.40.020), as necessary, to maintain compliance with State law.	12/31/2031	6th Cycle	Continuous	City staff continually reviews ADU legislative changes annually and shall update the code within the timeframe required by new legislation.	Other	1	https://www.codepublishing.com/CA/Clovis/#!/Clovis09/Clovis0940.html#9.40.020
H6. Missing Middle Housing Tools and Resources	Annually advertise the free streamlined cottage home plans to eligible property owners, as well as pre-reviewed ADU plans, such as those provided by the San Joaquin Valley REAP Program.	12/31/2031	6th Cycle	Continuous	City staff continually provides cottage home, SB-9 and pre-reviewed ADU plans, information at the front counter and on the City's webpage. Additionally, staff are working with the communications team to initiate social media posts about the City's cottage home program and ADU plans.	Other	1	https://www.clovisca.gov/services/planning_development/planning/adus/cottage_home_program.php
H6. Missing Middle Housing Tools and Resources	Annually monitor the production and affordability of ADUs at the mid-point in the planning period (January 2028) and the progress made according to the assumptions in the inventory. The City's objective is 200 ADUs, cottage homes, or ministerial lot splits/duplexes with a goal of 75% being in highest resource areas.	12/31/2031	6th Cycle	Continuous	In 2025, a total of 55 ADUs were permitted. SB-9 related projects accounted for 2 units in total. 16 units (29.09%) were located in the City's high resource area and 39 (70.91%) were located in the City's highest resource area. To ensure targets are met, the City will continue monitoring ADU developments and affordability through the APR. A total of 44 ADUs were permitted during the 2024 calendar year and 4 units were accounted through SB-9, resulting in a total of 99 ADUs permitted and 6 units through SB-9 in the last two years.	Units	57	None
H6. Missing Middle Housing Tools and Resources	Prepare and distribute informational handouts and hold community workshops to promote missing middle housing tools and resources to homeowners throughout the city, particularly in high resource areas, to promote mixed-income neighborhoods.	12/31/2031	6th Cycle	Not Yet Started	Although other items for H6 were completed or continuously tended to, staff did not have the opportunity to hold a community workshop in 2025. A community meeting will be held in September of 2026 and every two years thereafter.	Meetings		None
H7. Density Bonus Ordinance	Annually review Density Bonus law and update the City's Density Bonus Ordinance and informational materials within 6 months as necessary to ensure consistency with State law.	12/31/2031	6th Cycle	Continuous	The City's development standards are consistent with State Density Bonus Law. The City will continue to annually review legislatives and updates and update ordinances as necessary.	Other	1	https://www.codepublishing.com/CA/Clovis/#!/html/Clovis09/Clovis0926.html
H8. Development Standards and Zoning Consistency	Review and update the Development Code to increase the minimum density in the R-3 zone from 15 units/acre to 20 units/acre by July 31, 2024.	7/31/2024	6th Cycle	Completed	On May 6, 2024, the City increased the minimum density in the R-3 zone district from 15 units per acre to 20 units per acre.	Other	1	https://www.codepublishing.com/CA/Clovis/#!/Clovis09/Clovis0910.html#9.10

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H8. Development Standards and Zoning Consistency	Review and update the Development Code to remove identified constraints on housing developmnet, including: reducing parking standards for multifamily housing to require no more than one parking space for studio, one-bedroom units, and units with three or more bedrooms; and reducing open space requirements in the R-3 and R-4 zoning.	6/30/2025	6th Cycle	In Progress	In August 2023, the City began reviewing its multifamily objective standards, focusing on parking and open space requirements, with the goal of adopting updated standards by summer 2026.	Other		None
H8. Development Standards and Zoning Consistency	Initiate a comprehensive Development Code update to address inconsistencies between the Development Code and the General Plan land use designations and standards.	12/31/2027	6th Cycle	In Progress	As part of the ongoing General Plan update, the City aims to align the zoning code for consistency, with the projected update scheduled for 2027.	Other		None
H9. Lot Configuration and Large Lot Development	Establish a ministerial approval process for land divisions or lot line adjustments on large sites resulting in parcel sizes that enable affordable housing development.	10/31/2024	6th Cycle	In Progress	The target area for this program are the large lots primarily located within the Heritage Grove Specific Plan area. The Specific Plan is currently still in the works and staff is coordinating with the applicant on addressing the lot sizes within the plan area. This commitment was identified prior to the certification of the Housing Element in December 2024; however, the city will continue to work towards establishing a ministerial process for the dividing of parcels that include affordable housing.	Other		None
H9. Lot Configuration and Large Lot Development	Routinely coordinate with property owners within the master planned communities starting in January 2024 to encourage the subdivision of sites to sizes appropriate for the development of 50-150 affordable housing units and will give high priority to processing subdivision maps that include affordable housing units.	12/31/2031	6th Cycle	In Progress	The target area for this program are the large lots primarily located within the Heritage Grove Specific Plan area. The Specific Plan is currently still in the works and staff is coordinating with the applicant on addressing the lot sizes within the plan area. This commitment was identified prior to the certification of the Housing Element in December 2024; however, the city will continue to work towards establishing a ministerial process for the dividing of parcels that include affordable housing.	Other		None
H9. Lot Configuration and Large Lot Development	Facilitate the development of 1,000 lower-income units on large sites identified in the lower-income sites inventory. In January 2028, evaluate the effectiveness of this program in facilitating appropriate lot sizes and affordability and based on the outcomes of the analysis, if necessary, establish other strategies (e.g., incentives, rezoning alternative sites) to promote affordable housing development on large sites within 6 months of completing the evaluation.	12/31/2031	6th Cycle	In Progress	The target area for this program are the large lots primarily located within the Heritage Grove Specific Plan area. The Specific Plan is currently still in the works and staff is coordinating with the applicant on addressing the lot sizes within the plan area. This commitment was identified prior to the certification of the Housing Element in December 2024; however, the city will continue to work towards establishing a ministerial process for the dividing of parcels that include affordable housing.	Units		None
H10. Local Housing Trust Fund	Adopt Housing Trust Fund no later than May 6, 2024 City Council meeting.	5/6/2024	6th Cycle	Completed	Approved at City Council Meeting on April 8, 2024.	Other	1	J:\Housing\1-Grants\HTF Housing Trust Fund\City Council 4-8-24\Res. 24-37 Housing Trust Fund.pdf
H10. Local Housing Trust Fund	Make an initial contribution of \$1 million to the Housing Trust Fund by July 2024.	7/31/2024	6th Cycle	Completed	The Clovis City Council made an initial contribution of \$1 million to the Clovis Housing Trust Fund on July 1, 2024, as part of the 2024-2025 Clovis Budget.	Other	1	None
H10. Local Housing Trust Fund	Budget no less than an additional \$100,000 annually as stipulated in the Settlement Agreement.	12/31/2031	6th Cycle	Completed	An additional \$100,000 has been included in the FY25-26 Clovis Housing Trust Fund Budget for affordable housing. The City of Clovis Council has agreed to budget an additional \$100,000 on July 1 of each year, through the 2032-2033 fiscal year.	Other	1	None

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H10. Local Housing Trust Fund	The Initial Property Dedication (650 Fowler Avenue, 354 Osmun Circle) will be dedicated to the Housing Trust Fund within 30 days of creation of the Housing Trust Fund.	5/8/2024	6th Cycle	In Progress	City staff has transferred two other City-owned properties into the Housing Trust Fund. Disposition is pending a Facilities Assessment being complete by the City.	Other		None
H10. Local Housing Trust Fund	Close escrow on the Additional Parcel Dedication and/or enter into a development agreement with an affordable housing developer no later than December 31, 2024.	12/31/2024	6th Cycle	Completed	City staff has undertaken the Property Dedication Program during the last calendar year. The affordable housing developer (Clovis 135 Osmun, LP) has purchased the property known as 135 Osmun. The developer entity is a joint partnership between Better Opportunities Builder, Inc., and Central California Housing Corporation (dba AHDC). The City entered into a funding agreement with the Developer to assist in providing City Permanent Local Housing Allocation (PLHA) funds for purchase of the property. Currently, the development entity is applying for other state and federal funds to complete the financing needed to develop the project.	Other	1	None
H11. Infill Rezone Program	Rezone sites to R-3 and R-4 zoning throughout the city's existing neighborhoods to provide capacity for approximately 1,284 affordable housing units.	6/30/2025	6th Cycle	In Progress	The City has established its list of infill rezone site and completed environmental review. Due to outreach efforts, site modifications, and additional vetting, the process has taken longer than anticipated. The City now projects that the rezoning will be completed by summer of 2026.	Units		https://www.clovisca.gov/services/planning_development/planning/projects/infill_rezone_program.php
H12. Mixed Income Zoning Ordinance	Adopt a Mixed Income Zoning Ordinance to require all new residential developments of more than 10 units to include a certain set aside percentage of affordable housing units.	2/28/2025	6th Cycle	In Progress	City staff is has been working diligently during the reporting period to finalize the draft Mixed Income Zoning Ordinance Feasibility Analysis. The Feasibility Analysis and Draft Ordinance were published in early December 2025, and will be provided to Council for review/approval as an Ordinance, in early 2026. City staff prepared a Frequently Asked Questions for the housing development community in March 2025.	Other	1	https://cms2.revize.com/revize/clovis/services/affordable_housing/mixed_income_zoning_ordinance.php
H13. Preserve At-Risk Affordable Housing	Monitor affordability agreements for existing affordable housing units and communicate with property ownership regarding their long-term plans for the affordable units with the goal of preserving 260 publicly assisted rental units that are considered at risk of conversion to market rate housing.	12/31/2031	6th Cycle	Continuous	City staff works directly with state and federal governmental agencies to review any affordable housing projects that are at-risk of becoming market rate units. There were no projects in the Clovis area that were at-risk, during the reporting period. The City continually tracks the status of affordability periods for existing subsidized housing in Clovis. Staff will monitor the following projects within the next 1-3 years as they are near the end of their affordability period: Cottonwood Grove (30 units), Silver Ridge (100 units), and Lexington Square (130 units). The affordability period expires in 2033, 2029, and 2029, respectively, for these three projects. City staff has reached out to the project owners to receive information regarding their long-term plans, and ensure property owners are providing the required 3-years notice of intent to convert to market rate.	Units	260	None
H14. Mobile Home Rent Review and Stabilization	Conserve 867 mobile homes within 5 existing mobile home parks by monitoring and enforcing the Mobile Home Rent Review and Stabilization Ordinance.	12/31/2031	6th Cycle	Continuous	City staff regularly reviews the requirements of the Mobile Home Rent Review and Stabilization Ordinance as well as changes in the Consumer Price Index in preparation of sending the annual notices for rent increase to Mobile Home parks.	Units	867	None
H14. Mobile Home Rent Review and Stabilization	Expand public outreach to mobile home park residents to increase tenant education, distributing educational materials in multiple languages twice a year beginning in 2024, and establishing a City staff ombudsman to aid residents in the process.	12/31/2031	6th Cycle	Continuous	Staff sends notices throughout the year depending on each parks' rent increase cycle; and verifies that rent increases remain compliant with the Ordinance.	Other	1	None

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H15. Code Enforcement	Distribute outreach and educational materials to be made available in multiple languages, posted on the City's website, and available in hard copy at various locations.	12/31/2024	6th Cycle	Completed	The City has developed educational materials to promote the code enforcement process, aimed at ensuring residential compliance with city codes. Staff has completed informational handouts for mold processes, and AB-130. This information is available at the Planning and Development Services front counter and on the City's website.	Other	1	https://www.clovisca.gov/services/planning_development/building/index.php
H15. Code Enforcement	Provide annual updates on code enforcements received and actions to abate through the Housing Element Annual Report.	12/31/2031	6th Cycle	Continuous	The City's Code Enforcement team involves all departments, with monthly meetings and individualized tasks based on department. The Code Enforcement team focuses on a variety of code enforcement issues but primarily involve bringing substandard housing units and residential properties into compliance with city codes. In 2025, the majority of residential properties and substandard housing issues that were remedied involved mold and general dilapidation.	Other	1	None
H16. Housing Rehabilitation	Apply annually, or as NOFAS are released, for CalHome and CDBG funds. Distribute program information annually. Provide housing rehabilitation loans and grants to 250 lower-income households including 50 very-low and 50 extremely low-income households during the planning period.	12/31/2031	6th Cycle	Continuous	City Council annually receives federal Community Development Block Grant (CDBG) funds from the U.S. Department of Housing and Urban Development, through its Annual Action Plan. A portion of the funds are utilized to fund the Home Rehabilitation and Repair Program. The CDBG Program provides up to \$8,000 in grant funds to low-income homeowners to provide home repairs. The CDBG funded program is administered together with the CalHome Loan Program for those project that require additional funding. In 2024, the City was awarded \$1,396,626 in CalHome Program Funds for repairs for mobile homes. This program is currently underway. In 2025, the City was notified of an additional award of \$1.5 million in CalHome Program Funds for housing rehabilitation for stick built homes. In the 2024-2025 fiscal year, the City assisted 7 homeowners repair their homes through the Home Repair and Rehabilitation Program. For the 2025-2026 Fiscal Year, City staff has undertaken projects in-house with Building Department staff providing for inspection services and Housing Program staff overseeing contracting administration with the goal to serve additional homes. Program information is distributed at city-wide resource fairs, at mobile home park offices and also online via the City's Affordable Housing webpage.	Households	7	CAPER 2024-2025: www.clovisca.gov/services/affordable_housing/community_development_block_grant.php
H17. Replacement Housing Program	Implement and enforce replacement requirement established by State law (Government Code section 65919, subdivision (c)(3)) immediately upon adoption of the Housing Element and applied as applications on identified sites are received and processed. Adopt a local policy requiring replacement housing units subject to the requirements of State law for new development on eligible inventoried sites.	6/30/2025	6th Cycle	In Progress	The City is currently in the process of adopting a local policy requiring replacement housing units subject to the requirements of State law for new development on eligible inventoried sites. Local policy expected to be adopted by summer 2026.	Other		None

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H18. Energy Conservation	Distribute outreach and educational materials advertising local, state, and federal energy programs as well PG&E energy conservation services and assistance programs.	12/31/2024	6th Cycle	In Progress	The City's CDBG and CalHome funded owner occupied housing repair programs both assist in providing Energy Efficiency Improvements for low-income households. During the reporting period 19 households were assisted with money saving improvements such as: installation of energy-efficient windows, improvements to electrical systems, replacement of older air conditioning with newer energy-efficient models, and replacement of older water heater with newer energy-efficient models, among other repairs.	Other	1	None
H19. Resources for Special Needs Households	Assist 100 extremely low-income households to reduce displacement risk and target outreach efforts in areas and neighborhoods with higher rates of poverty.	12/31/2031	6th Cycle	Continuous	The City has provided financial support in the amount of \$1,481,281 through its Clovis Permanent Local Housing Allocation Fund to the Clovis 135 Osmun affordable housing development for seniors. The development also received a set-aside of \$1,000,000 in Clovis Housing Trust Funds to assist in the construction of the project. The project is intended to assist 46 households. In 2024, the City provided \$51,061 in CDBG Program funds to the Marjaree Mason Center, a local non-profit that provides services and housing to domestic violence survivor; \$59, 578 in CDBG funds were provided to MMC in 2025. Funding will assist up to 150 households with services, safety plans and group sessions; additionally, MMC would provide 75 case management sessions to clients seeking assistance with home stability and self-sufficiency, on an annual basis. The City also actively provides referrals for low income households experiencing possible displacement through various networks including the Fresno-Madera Continuum of Care's Multi-Agency Access Point, a one stop resource for those at risk of becoming homeless, as well as other local non-profits that can provide housing and legal resources such as: Central California Legal Services, Centro La Familia, Fresno Madera Area Agency on Aging and the Fair Housing Council of Central California.	Households	150	None
H20. Housing Choice Vouchers	Initiate educational campaign to encourage landlords to actively participate in the HCV program in collaboration with the Fresno Housing Authority.	12/31/2024	6th Cycle	In Progress	During 2025 City staff met twice with HCV Program staff from the Housing Authority to discuss planning for educational campaigns targeted towards landlord in Clovis to encourage them to actively participate in the HCV Program.	Other		None
H20. Housing Choice Vouchers	Host workshop related to promoting HCV usage.	5/30/2025	6th Cycle	In Progress	City staff is planning to host a workshop for landlords to promote HCV usage in 2026	Meetings		None
H20. Housing Choice Vouchers	Increase Housing Choice Voucher participate and usage by 10 households in highest resource neighborhoods.	12/31/2031	6th Cycle	In Progress	City staff is working towards adding additional landlord homes in Clovis. No units have been added as a result of these efforts during 2025.	Households		None
H21. Analysis of Impediments to Fair Housing	Initiate study to review and update the Analysis of Impediments to Fair Housing Choice.	12/31/2023	6th Cycle	In Progress	City staff will prepare an Analysis of Impediments to Fair Housing Choice as part of its regular Consolidated Plan renewal process for the U.S. Department of Housing and Urban Development. The Consolidated Plan, and Analysis, will be drafted in 2025 and published in early 2026.	Other		None
H21. Analysis of Impediments to Fair Housing	Publish results of Analysis of Impediments to Fair Housing.	12/31/2025	6th Cycle	In Progress	City staff will prepare an Analysis of Impediments to Fair Housing Choice as part of its regular Consolidated Plan renewal process for the U.S. Department of Housing and Urban Development. The Consolidated Plan, and Analysis, will be drafted in 2025 and published in early 2026.	Other		None

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H22. Distribute Fair Housing Information	Offer fair housing materials translated in Spanish and other languages.	12/31/2024	6th Cycle	Completed	Fair Housing information is distributed at city-wide resource fairs, at mobile home park offices and also online via the City's Affordable Housing webpage. Housing Program information is provided in three languages: English, Spanish and Hmong.	Other	1	https://www.clovisca.gov/services/affordable_housing/index.php
H22. Distribute Fair Housing Information	Distribute fair housing materials and information online, at community facilities and to multi-family rental housing low/mod income census tracts on an annual basis.	12/31/2031	6th Cycle	Continuous	Fair Housing information is distributed at city-wide resource fairs, at mobile home park offices and also online via the City's Affordable Housing webpage. Housing Program information is provided in three languages: English, Spanish and Hmong. The City actively provides information and referrals for low-income households experiencing housing discrimination to the following local non-profits: Central California Legal Services, Centro La Familia, Fresno Madera Area Agency on Aging and the Fair Housing Council of Central California.	Other	1	https://www.clovisca.gov/services/affordable_housing/index.php
H23. Fair Housing Testing	Conduct fair housing testing in partnership with Fair Housing Council of Central California (FHCCC) with the goal of conducting 8-10 fair housing tests.	12/31/2024	6th Cycle	In Progress	Fair Housing Testing is undertaken by the Fair Housing Council of Central California. In November 2024, City staff participated in the annual fair housing training provided by the Fair Housing Council of Central California and presented to attendees on programs provided by the City of Clovis. Additionally, City staff regularly attends in person and online Fair Housing training to provide additional support to Clovis area residents. City staff will continue to partner with the FHCCC to encourage fair housing testing in Clovis and provide assistance to FHCCC staff in the process as needed.	Other	1	None
H23. Fair Housing Testing	Provide fair housing counseling training in the region in doordination with FHCCC.	12/31/2031	6th Cycle	Continuous	City staff regularly attends in person and online Fair Housing training to provide additional support to Clovis area residents. City staff will continue to partner with the FHCCC to encourage and participate in fair housing counseling training in the region and provide assistance to FHCCC staff in the process as needed.	Other	1	None
H24. Homebuyer Assistance Program	Assist five households per year with homebuyer assistance to support stability and wealth building for lower-income households.	12/31/2031	6th Cycle	Continuous	The City administers a Homebuyer Assistance Program funded by \$415,600 in CalHome Program funds. These funds are set aside specifically for the purchase of mobile homes by low income residents, per HCD requirements. The City received several applications for the CalHome First Time Homebuyer program, during the reporting period, though no loans were made due to applicants being over the income limits. Program limits currently do not need to be updated.	Households		None
H24. Homebuyer Assistance Program	Annually pursue CDBG, HOME, and other funding opportunities to maintain the Homebuyer Assistance program.	12/31/2031	6th Cycle	Continuous	The City administers a Homebuyer Assistance Program funded by \$415,600 in CalHome Program funds. These funds are set aside specifically for the purchase of mobile homes by low income residents, per HCD requirements. In the 2025 calendar year, the City applied for HOME Program DAP funds through HCD. The City was notified it was succesful in receiving \$500,000 for DAP, and will be administering the funds in the 2026 calendar year.	Other	1	None

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H25. Multilingual Outreach on Affordable Housing Opportunities	Conduct 8 community workshops related to City's housing programs throughout the planning period.	12/31/2031	6th Cycle	Continuous	Housing Program information and outreach materials are distributed at city-wide resource fairs, at mobile home park offices and also online via the City's Affordable Housing webpage. Housing Program information is provided in three languages: English, Spanish and Hmong. One workshop was held in the reporting year in regards to funding opportunities.	Meetings	1	None
H25. Multilingual Outreach on Affordable Housing Opportunities	Prepare outreach materials in 2025 and update annually as needed.	12/31/2031	6th Cycle	Continuous	Housing Program information and outreach materials are distributed at city-wide resource fairs, at mobile home park offices and also online via the City's Affordable Housing webpage. Housing Program information is provided in three languages: English, Spanish and Hmong	Other	1	None
H26. Actions to Address Homelessness	Continue to coordinate with Fresno Madera Continuum of Care to provide capacity and strengthen the County's opportunities to locate, construct housing facilities, and provide supportive services to the area's homeless population.	12/31/2031	6th Cycle	Continuous	City staff continuously coordinates with the FMCoC to develop and strengthen housing and supportive services to the area's unhoused population. Clovis staff sits on the Board for the Fresno Madera Continuum of Care, participates in the scoring committee for HUD-FMCOC funds, and attends committee meetings for street outreach coordination and coordinated entry.	Other	1	None
H26. Actions to Address Homelessness	Participate in homeless prevention activities by promoting and providing funding as available that reduce the likelihood of residents experiencing homelessness as well as shorten the time someone experiences homelessness.	12/31/2031	6th Cycle	Continuous	In the 2024-2025 fiscal year, Clovis provided CDBG funds to the Marjaree Mason Center (MMC) in Clovis to provide support for direct servcies to clients, and for community outreach to increase awareness and support community partnerships. Direct services were provided to clients residing in the Clovis Safe House as well as in the community and includes case management, SAFE Group, safety planning and legal advocacy. A total of 178 persons were assisted, including 153 adults and 25 children (154 households). Case management was provided to 33 individuals (183 sessions), and four plans of care were created. MMC staff provided 14 presentations in Clovis including at community events and three domestic violence trainings for community partners.	Households	154	CAPER 2024-2025: www.clovisca.gov/services/affordable_housin g/community_development_block_grant.php
H26. Actions to Address Homelessness	Explore strategies and potential programs to increase employment opportunities and/or income for very low- and extremely low- income households and those at risk of becoming homeless.	12/31/2025	6th Cycle	Continuous	City staff continuous to seek potential programs to increase employment opportunities for very low- and extremely low-income households and those at risk of becoming homeless. In the 2024-2025 fiscal year, Clovis provided CDBG funds to the Culinary Kitchen to provide culinary/food preparation assistance to low income households.	Other	1	CAPER 2024-2025: www.clovisca.gov/services/affordable_housin g/community_development_block_grant.php
H26. Actions to Address Homelessness	Continue to support and improve the existing shelter for women, and the existing permanent supportive housing development, and work with local services providers to identify a site and funding opportunities to support the development of a shelter and/or transitional and supportive housing with capacity to accommodate at least 76 homeless persons.	12/31/2031	6th Cycle	Continuous	City leadership and staff is regularly meeting with regional partners to ensure a seamless provision of housing and outreach services across the County. In 2025, staff has sat on the Board for the Fresno Madera Continuum of Care, participated in the scoring committee for HUD-FMCOC funds, and attended committee meetings for street outreach coordination. City staff also attends monthly meetings with management staff at Butterfly Gardens, a permanent supportive housing development in the City. Staff provides feedback on housing, safety and programming. Additionally, the City of Clovis has pledged local funding through the Police Department to administer Homeless Outreach programming, which is proposed to commence in early 2026.	Persons		None

Table D

H27. Neighborhood Revitalization	Establish a capital-planning prioritization process to optimize the use of available resources for projects and guide an objective methodology used to produce equal and equitable outcomes, particularly in relatively lower-income neighborhoods and areas of higher concentrations of persons with disabilities.	12/31/2031	6th Cycle	Continuous	The City annually reviews and identifies capital improvement projects and funding priorities. Additionally, the City pursues state and federal grants annually.	Other	1	None
H27. Neighborhood Revitalization	Allocate a target of \$450,000 in CDBG fundings for projects that improve infrastructure, provide amenities, or improve fair housing conditions in areas of greatest need and target 1-2 improvements per year in relatively low-income areas.	12/31/2031	6th Cycle	Continuous	In 2025, the City completed the following projects CBDG block areas as well as their funding sources: Funded by CBDG: CIP 24-24 – Santa Ana Sidewalk Repair. Project was funded by CDBG and was completed in 2025. Work included the installation of new sidewalk for pathway connectivity as well as the replacement of damaged sidewalks in the area. It also included ADA ramp improvements to bring old ramps to current ADA standards. The final project cost was \$79,384.65, which does not include the staff time associated with the project. Final construction cost of this project (not including City Inspection Staff time) was \$79,348.65. Funded by Measure C: CIP 25-01 – City Annual Slurry. This project was funded by Measure C – Street Maintenance and Flexible Spending Program. The project involves applying 101,177± square yards of rubberized cape seals at various local streets. This project also involves 283,250± square yards of Type II slurry seals at various additional local streets included in the project. This project helps preserve and maintain the quality of residential roads through the Clovis area. Of the total project area 43.93% of the work was performed in CBDG blocks. The final construction cost for the portions of the project in the CBDG block areas was \$719,981.64. CIP 24-05 – Barstow Avenue Improvements, Brookhaven Avenue to Sunnyside Avenue. The	Other	2	None
H28. Zoning Code Amendments for Special Needs Housing.	Amend the Development Code to ensure compliance with State law and remove barriers to housing.	12/31/2024	6th Cycle	In Progress	The City is currently in the process of amending the Development Code to ensure compliance with State law and remove barriers to housing. The code update is anticipated to be completed by the end of 2026.	Other		None
H29. Farmworker Housing	Meet with farmworker housing owners, developers, and advocates every two years starting in Spring 2025 to discuss their needs and offer assistance in the form of letters of recommendation for grant applications, assistance with site identification and grant opportunities, and discuss incentives for constructing farmworker housing.	12/31/2031	6th Cycle	Continuous	City staff met with representatives of the Cesar Chavez Foundation, in December 2025, to discuss partnership opportunities between the Foundation and the City to better implement its farmworker housing policy goals and develop specific projects that can expand the supply of quality affordable housing, strengthen existing neighborhoods, and give families access to schools, jobs, and services that support long term stability. The Cesar Chavez Foundation creates and manages high-quality, service-enhanced affordable housing for working families and seniors across the southwest. Staff identified souches of local Affordable Housing Program funds (e.g. Development Impact Fee Deferral Program, HTF, etc.). City staff also shared two potential sites for affordable housing development.	Meetings	1	None

Table D

[illegible]

Table E

[illegible]

Table F

Jurisdiction	Clovis	
Reporting Period	2025	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	12/31/2023 - 12/31/2031

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table F									
Units Rehabilitated, Preserved and Acquired for Alternative Adequate Sites pursuant to Government Code section 65583.1(c)									
Please note this table is optional: The jurisdiction can use this table to report units that have been substantially rehabilitated, converted from non-affordable to affordable by acquisition, and preserved, including mobilehome park preservation, consistent with the standards set forth in Government Code section 65583.1, subdivision (c). Please note, motel, hotel, hostel rooms or other structures that are converted from non-residential to residential units pursuant to Government Code section 65583.1(c)(1)(D) are considered net-new housing units and must be reported in Table A2 and not reported in Table F.									
Activity Type	Units that Do Not Count Towards RHNA ⁺ Listed for Informational Purposes Only				Units that Count Towards RHNA ⁺ Note - Because the statutory requirements severely limit what can be counted, please contact HCD at apr@hcd.ca.gov and we will unlock the form which enable you to populate these fields.			TOTAL UNITS ⁺	The description should adequately document how each unit complies with subsection (c) of Government Code Section 65583.1 ⁺ . For detailed reporting requirements, see the chcklist here :
	Extremely Low-Income ⁺	Very Low-Income ⁺	Low-Income ⁺	TOTAL UNITS ⁺	Extremely Low-Income ⁺	Very Low-Income ⁺	Low-Income ⁺		
Rehabilitation Activity									
Preservation of Units At-Risk									
Acquisition of Units									
Mobilehome Park Preservation									
Total Units by Income									

Table F2

Jurisdiction	Clovis	
Reporting Period	2025	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	12/31/2023 - 12/31/2031

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

[illegible]

Table G

Jurisdiction	Clovis	NOTE: This table must only be filled out if the housing element sites inventory contains a site which is or was owned by the reporting jurisdiction, and has been sold, leased, or otherwise disposed of during the reporting period. ANNUAL ELEMENT PROGRESS REPORT Housing Element Implementation	Note: "+" indicates an optional field
Reporting Period	2025 (Jan. 1 - Dec. 31)		
Period	6th Cycle		
	12/31/2023 - 12/31/2029		

[illegible]

Table H

[illegible]

Table J

Jurisdiction	Clovis	
Reporting Period	2025	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	12/31/2023 - 12/31/2031

NOTE: STUDENT HOUSING WITH DENSITY BONUS ONLY. This table only needs to be completed if there were student housing projects WITH a density bonus approved pursuant to Government Code 65915(b)(1)(F)

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

Table J														
Student housing development for lower income students for which was granted a density bonus pursuant to subparagraph (F) of paragraph (1) of subdivision (b) of Section 65915														
Project Identifier				Project Type	Date	Units (Beds/Student Capacity) Approved							Units (Beds/Student Capacity) Granted	Notes
1				2	3	4							5	6
APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Unit Category (SH - Student Housing)	Date	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Total Additional Beds Created Due to Density Bonus	Notes
Summary Row: Start Data Entry Below														

Table L

Jurisdiction	Clovis	NOTE: This table needs to be completed with any sites within your jurisdiction that were newly added to a National, State, or Local register of historic places within the reporting year. If none, leave blank.	Note: "*" indicates an optional field Cells in grey contain auto-calculation formulas
Reporting Period	2025 (Jan. 1 - Dec. 31)		

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

[illegible]

Jurisdiction	Clovis
Reporting Year	2025 (Jan. 1 - Dec. 31)

ANNUAL ELEMENT PROGRESS REPORT
Local Early Action Planning (LEAP) Reporting
(CCR Title 25 §6202)

Please update the status of the proposed uses listed in the entity's application for funding and the corresponding impact on housing within the region or jurisdiction, as applicable, categorized based on the eligible uses specified in Section 50515.02 or 50515.03, as applicable.

[illegible]

Summary of entitlements, building permits, and certificates of occupancy (auto-populated from Table A2)

Completed Entitlement Issued by Affordability Summary		
	Income Level	Current Year
Acutely Low	Deed Restricted	0
	Non-Deed Restricted	0
Extremely Low	Deed Restricted	0
	Non-Deed Restricted	0
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	20
Above Moderate		544
Total Units		564

Building Permits Issued by Affordability Summary		
	Income Level	Current Year
Acutely Low	Deed Restricted	0
	Non-Deed Restricted	0
Extremely Low	Deed Restricted	0
	Non-Deed Restricted	0
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	33
Above Moderate		564
Total Units		597

Certificate of Occupancy Issued by Affordability Summary		
	Income Level	Current Year
Acutely Low	Deed Restricted	0
	Non-Deed Restricted	0
Extremely Low	Deed Restricted	0
	Non-Deed Restricted	0
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	2
Moderate	Deed Restricted	0
	Non-Deed Restricted	25
Above Moderate		553
Total Units		580

Clovis 2025 APR: Assumptions on Affordability

HCD Affordability Calculator

To determine the affordability level of housing units for the 2025 Annual Progress Report (APR), City staff used the California Department of Housing and Community Development (HCD) affordability calculator. This calculator estimates the household income required to afford a given rent or home price using HCD Area Median Income (AMI) limits for a specified year and county. Users select the applicable year, county, tenure, and the number of bedrooms. The calculator associates bedroom count with an assumed household size and applies the standard assumption that housing costs should not exceed 30 percent of gross household income. Based on these inputs, the calculator identifies the income category corresponding to the housing cost. The calculator was used throughout this analysis to evaluate rental listings and determine the appropriate affordability assumptions for housing units reported in the APR.

Single Family Homes

Building permits for single family homes in 2025 were assigned to the above moderate income category based on the assumption that sale prices of new single family homes are generally only affordable to above moderate income households.

Multifamily

Based on research, market rate rents for units in multifamily buildings in Clovis in 2025 were generally affordable to moderate-income households. The APR identifies how affordability of non-deed-restricted moderate-income units was determined for multifamily, as follows:

- **Listed Rents.** When rental listings for a specific development project were available, the reported rent was input into the HCD affordability calculator to determine the corresponding income category. Information was only available for one property, 1491 Alluvial Avenue, which had a rent of \$2,595 for a 3-bedroom unit in an online listing, and was determined to be affordable to moderate-income households.
- **Survey of Comparable Rents.** For multifamily housing units without listed rents, including projects where applications were received (Table A), rents were determined to be affordable to moderate-income households based on a survey of recently completed multifamily units in Clovis, limited to developments completed within the past five years. Rental listings were grouped by bedroom count to establish the range of rents for comparable units. Table 1 summarizes rental listings for apartments in Clovis as of March 2026. For each bedroom category, the lowest and highest rents observed were input into the HCD Affordability Calculator to determine the corresponding income levels. Table 2 summarizes the results of this evaluation. As shown in Table 2, all rental listings for multifamily housing were affordable to moderate income households. Based on this analysis, market-rate multifamily units were assumed to be affordable to moderate income households.

Table 1 Monthly Rental Listings for Multifamily Housing in Clovis (2026)			
Project	Square Footage	Bathrooms	Rent
Three Bedrooms			
The Emerson	1,315	2	\$2,339
Creekside Village	1,326	2	\$2,410
Creekside Village	1,326	2	\$2,485

Table 1 Monthly Rental Listings for Multifamily Housing in Clovis (2026)			
<i>Project</i>	<i>Square Footage</i>	<i>Bathrooms</i>	<i>Rent</i>
Dolce Vita	1,474	2	\$2,375
Dolce Vita	1,474	2	\$2,500
<i>Two Bedrooms</i>			
Creekside Village	1,079	2	\$2,140
Creekside Village	1,079	2	\$2,190
Portola Plaza	1,120	2	\$2,158
The Emerson	1,180	2	\$2,079
Creekside Village	1,232	2.5	\$2,240
Creekside Village	1,232	2.5	\$2,290
Portola Plaza	1,267	2.5	\$2,320
<i>One Bedroom</i>			
Portola Plaza	710	1	\$1,952
Creekside Village	759	1	\$1,790
Creekside Village	759	1	\$1,865
The Emerson	840	1	\$1,914

Note: Rental data taken from March 2026.

Table 2 Evaluation of Multifamily Rental Costs Based on Similar Units in Clovis (2026)				
	<i>Lowest Rent</i>		<i>Highest Rent</i>	
	<i>\$</i>	<i>Affordability</i>	<i>\$</i>	<i>Affordability</i>
3 bedrooms	\$2,339	Moderate	\$2,500	Moderate
2 bedrooms	\$2,079	Moderate	\$2,320	Moderate
1 bedrooms	\$1,790	Moderate	\$1,952	Moderate

Accessory Dwelling Units

Accessory dwelling units (ADUs) are small, often detached living quarters built on the same property as existing homes that are most often used as rental housing. ADUs tend to be smaller and therefore rented at lower prices.

- ADUs Permitted Before 2025. For ADUs that were issued building permits in previous years and included in prior APRs (e.g., 2024), the same affordability assumptions from the previous years were carried forward for consistency. These units were not issued building permits in 2025 and are reported in the 2025 APR based on the issuance of Certificates of Occupancy.
- ADUs Permitted in 2025. ADUs with building permits issued in 2025 were evaluated through a survey of comparable rents to determine affordability. City staff reviewed ADUs permitted in 2025 to identify the range of unit sizes and configurations. The smallest permitted ADU in 2025 contained one bedroom and one bathroom and was 306 square feet. The largest contained three bedrooms

and two bathrooms and was 1,150 square feet. Rental listings for ADUs, apartments, and single-family homes with similar characteristics were reviewed. Table 3 summarizes the rents of units comparable to ADUs, grouped by bedroom count to reflect the range of unit sizes observed in permitted ADUs. For each bedroom count, the lowest and highest rents observed were input into HCD's affordability calculator to determine the corresponding income levels. As shown in Table 4, rental listings comparable to ADUs were affordable to moderate-income households or below, therefore all ADUs issued building permits in 2025 were reported as moderate income.

Table 3 Monthly Rents of Similar Units to ADUs in Clovis (2026)

<i>Address</i>	<i>Square Footage</i>	<i>Bathrooms</i>	<i>Rent</i>
<i>Three Bedrooms</i>			
1436 N Mosaic Way, Clovis, CA 93619	1,224	2.5	\$2,200
1274 Royalty Way, Clovis, CA 93619	1,212	2.5	\$2,200
1587 N Strada Way, Clovis, CA 93619	1,203	2.5	\$2,295
Undisclosed Address	1,123	2	\$1,900
979 Music Ave, Clovis, CA 93612	952	2	\$2,150
<i>Two Bedrooms</i>			
3344 E Sierra Madre Ave APT 205, Fresno, CA 93726	1,200	2	\$1,300
852 Beauregard Ln, Clovis, CA 93619	1,168	2	\$2,200
1317 E Portals Ave, Fresno, CA 93710	830	2	\$1,850
5931 E Dayton Ave, Fresno, CA 93727	625	1	\$2,100
<i>One Bedroom</i>			
603 Music Ave, Clovis, CA 93612	667	1	\$1,800
848 3rd St #B, Clovis, CA 93612	606	1	\$1,850

Note: Rental data taken from February 2026.

Table 4 Evaluation of ADU Rental Costs Based on Similar Units in Clovis (2026)

	<i>Lowest Rent</i>		<i>Highest Rent</i>	
	<i>\$</i>	<i>Affordability</i>	<i>\$</i>	<i>Affordability</i>
3 bedrooms	\$1,900	Moderate	\$2,295	Moderate
2 bedrooms	\$1,300	Low	\$2,200	Moderate
1 bedrooms	\$1,800	Moderate	\$1,850	Moderate



CITY of CLOVIS

Report to the City Council

To: City Council
From: Administration
Date: March 16, 2026
Staff: Andrew Haussler, City Manager
Subject: Provide Direction – 2026/27 Budget Priorities.
Recommendation: Provide Direction
Attachments: 1. 2026/27 Budget Priorities ATT 1 Five-Year Financial Forecast

Recommendation:

That the City Council provides direction on the 2026/27 Budget priorities.

Executive Summary:

The Five-Year Financial Forecast for the 2026/27 through 2030/31 period was presented to City Council on March 9, 2026. This management tool is updated and prepared each year to provide the City Council and City management with information on trends for the City's long-term financial condition and is used as a basis for the development of the City Budget. Staff is seeking input on budgeting priorities to allow staff to develop the 2026/27 City Budget that aligns with the Community's needs and expectations. Specifically, staff is seeking feedback on:

1. Service Levels
2. Capital Investment (Facilities and Fleet)
3. Fiscal Sustainability Investments (Emergency Reserve and Fund Balance)

Background:

The Five-Year Financial Forecast for the 2026/27 through 2030/31 period was presented to City Council on March 9, 2026. This management tool is updated and prepared each year to provide the City Council and City management with information on trends for the City's long-term financial condition and is used as a basis for the development of the City Budget. Staff is seeking input on budgeting priorities to allow staff to develop the 2026/27 City Budget that aligns with the Community's needs and expectations.

With the passage of Measure Y, the City has a unique opportunity to invest in the community. Before Measure Y, the City was not afforded the opportunity to maintain the quality of life at a level the citizens desire and deserve, and further service cuts would have been needed. Measure Y's ballot

language serves as a guiding principle in staff's effort to meet Community expectations in the 2026/27 budgeting process. The City estimates it will receive \$31 million from Measure Y in fiscal year 2026/27; however, this is approximate and subject to change should inflationary pressures continue to make residents' discretionary spending more restricted, creating fluctuations in this revenue.

The Measure Y ballot language included the following goals:

1. Maintaining **Public Safety**
2. Keeping Clovis **Safe & Clean**
3. Retaining **Small Businesses & Jobs**
4. Protecting Local **Drinking Water** Sources
5. Repairing **Streets & Roads**
6. Addressing **Homelessness**
7. Maintaining **Youth & Parks** Programs
8. Other **General Services**
9. Spending **Disclosure/Spent Locally**

Staff would appreciate feedback on the following areas:

1. **Service Level Priorities:** Which city services should be prioritized in the 2026/27 City Budget?

The following services are areas proposed to invest the second year of Measure Y funding. All positions are part of the 5-year plan Council considered in the development of the Measure Y 2025/26 budget and 5-year plan and were included in the 2030/31 Five-Year Forecast:

GOAL 1: Maintaining Public Safety

GOAL 6: Addressing Homelessness

- **Police – Restored Services, Proactive Policing**
 - Restoring Patrol/Specialty Units – **6 Officers**
 - Code Enforcement/Animal Services/Youth Programs/Investigations/Traffic/Homelessness/Specialty Teams
 - Restoring Support Team – **7 Support/CSO Positions**
- **Fire – Reduced Response Times, Improved Medical Care**
 - 1 Squad and 1 Engine Crew – Reduced Response Times – **Accelerated in 2025/26**
 - Truck Replacement
 - Restoring Support Team – **3 Support Positions**

GOAL 2: Keeping Clovis Safe & Clean

- **Parks – Maintaining Public Spaces**
 - Additional Crew for Parks (Enhancing tree maintenance and care) — **3 Positions**
 - Project Funds for Repairs (Allocating funds for parks and facility repairs)

GOAL 5: Repairing Streets & Roads

- **Roads – Faster Maintenance & Safer Streets**
 - Additional Road Maintenance (Expanding the team for more efficient repairs) – **1 Position**
 - Additional Investment in Traffic Units (Traffic Lights, Street Lights & Design) – **1 Position**

ALL GOALS: Support For All of the Above

- Support Services (IT, Personnel, Facilities, Fleet) – **1.5 Positions (Fleet & Support)**
- Adequately funding critical reserves – Facilities/Fleet/Emergency Reserve

It is proposed that not all goals are being addressed with Measure Y funds at this time. However, these categories have significant support from non-Measure Y resources.

2. Capital Investment Level: Are the levels proposed below appropriate?**Facilities:**

A facility assessment is complete which will result in a plan on addressing critical and long-term facility maintenance needs for the City to address Public Safety needs and related support services. The Five-Year Forecast included reserving \$2.0 million in Measure Y and/or General Fund funding to add to current investments to address immediate needs in 2026/27, and it is proposed to continue this investment in future years.

Fleet:

The City has not been able to adequately fund fleet replacements for Public Safety vehicles for many years. It is now proposed that fleet replacements be fully funded, with a focus on Public Safety vehicles. The Five-Year Forecast included \$1 million in Measure Y funding in addition to typical budgeted set-asides in 2026/27 to maintain the fleet and catch-up from prior years, and it is proposed to continue the investment in future years.

3. Emergency Reserves and Fiscal Sustainability: Are the levels of Reserves and General Fund Balance appropriate?**Emergency Reserve:**

City Council has established a goal of maintaining an emergency reserve of 25% of General Fund expenditures. This fund is critical in managing significant economic disruptions and/or unexpected events. It also provides a critical foundation for the City to maintain borrowing capacity. The Five-Year Forecast included \$2 million to reach 17.6% of General Fund Expenditures in 2026/27, and it is proposed to continue this investment in future years to reach a 20% emergency reserve in 2029/30, with the goal of reaching 25% of General Fund expenditures soon thereafter.

Fiscal Sustainability/General Fund Balance:

This is the amount of funds available in the General Fund that is not allocated for use. This is critical to allow for cash flow management and ensuring the City can manage relatively small unexpected fiscal needs or revenue shortfalls. The Five-Year Forecast included \$7.4 million General Fund Balance; this is 5.2% of General Fund forecasted expenditures in 2026/27. It is proposed to maintain at least \$4.0 million throughout the forecast to absorb economic volatility.

Fiscal Impact:

The Forecast and its related feedback provide a financial foundation for staff to develop the 2026/27 Budget for City Council consideration.

Reason for Recommendation:

With the passage of Measure Y and the additional resources it provides to the City, it is important to receive direction from the Council, staff, and the Community to reach the Community's goals and priorities.

Actions Following Approval:

Staff will receive comments from the Council to guide and direct the preparation of the 2026/27 City Budget.

Conflict of Interest:

None.



City of Clovis

Five-Year Financial Forecast

Through Fiscal Year 2030/31

Attachment 1

Prepared March 2026



CITY OF CLOVIS

Five-Year Financial Forecast

Through Fiscal Year 2030/31

PREPARED BY:

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Jose Reynoso, Senior Accountant

Ran Chan, Accountant

Quinn Ringgold, Accountant

Nathaniel Lopez, Accountant

CITY OF CLOVIS

FIVE-YEAR FINANCIAL FORECAST

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INTRODUCTION

The Five-Year Financial Forecast through 2030/31 represents a continuing effort to analyze the City's long-term fiscal condition based upon a reasonable set of economic and operational assumptions. It is an important management tool used by both the City Council and senior management to identify fiscal trends and issues which must be addressed to assure continued financial stability. The set of forecasts contained in this report is not a prediction of what will occur. Rather, this forecast is a snapshot in time and an **approximate view of what could occur** in the future if all the assumptions are realized. As with any forecast or prediction, the assumptions and projections for the nearer years carry more certainty and confidence than for the years further into the future.

While the forecast has become a valuable management tool to examine the ever-changing fiscal conditions the City is faced with, we have also learned of its limitations. The first few years of the forecast are a fairly good indicator of coming events while the later years are subject to less certainty as actual economic conditions become known. Also, the many financial and regulatory changes by the Federal and State governments, which require new programs and other unanticipated expenses and adjustments can have a dramatic financial impact to the City's revenues and expenditures. Despite these challenges, staff are committed to providing the best projections for these years based upon what is known at the time in order to reveal trends in both revenue and expenditure growth or decline, while staying abreast of local, state and national economic conditions and policies that may have an impact on the City's financial health.

The report reviews actual financial performance over the past three years, determines estimated financial performance for the current year, and projects financial performance for the next five years. All the forecasts are based upon a specific set of assumptions that are utilized throughout the report and identified with each forecast. In addition, the report contains a mid-year review for the current fiscal year.

The report is presented to initiate discussion that will ultimately result in policy guidelines for the development of the 2026/27 Annual City Budget and the Five-Year Community Investment Program and budgetary planning for future years. This forecasting tool has proven useful for examining spending policies which have resulted in the City's ability to live within its means, provide for important programs and adequate service levels for the growing community, and begin to set aside reserve funding for fleet and major capital investment in public facilities.

On November 5, 2024, the voters of Clovis approved Measure Y, a 1¢ sales and use tax to be implemented on April 1, 2025. The City received \$7.2 million in Measure Y sales tax in its first quarter. It is estimated that the measure will provide \$30.6 million in revenue to the General Fund in 2025/26 based on the projections provided by the City's sales tax consultant, with anticipated growth of 2-3% in the projection years.

Revenues from the measure are dedicated to the following priorities:

- Maintaining 9-1-1 emergency medical, police, fire, and paramedic response, as well as fire protection and police patrols
- Keeping public areas safe and clean
- Retaining local small businesses and jobs
- Protecting local drinking water sources
- Accelerating repairs to streets and roads
- Addressing homelessness
- Maintaining youth programs, parks, and other general services

Staff are continuously working on investment plans that will meet these needs, ensuring accountability and transparency are maintained for the citizens and the Measure Y oversight committee, formally established in April 2025. The forecast includes estimated revenues and expenditures to begin the initial investments in meeting the top funding priorities set out by several community input surveys.

In 1986, Fresno County voters passed Measure C, a half-cent sales tax that improves the overall quality of Fresno County's transportation system, including the County and all its 15 cities. In November 2006, voters chose to extend Measure C for an additional 20 years through 2027. These funds help finance the design and construction of many streets, trails, pedestrian pathways, bicycles, and Americans with Disabilities Act (ADA) improvements throughout the City each year. Additionally, the funds are used to leverage grant funding, including grant match requirements, and sustain the operation of the City's Transit program.

If the Measure C renewal effort is unsuccessful, the City will face difficult decisions regarding current and planned projects and services. While this loss of revenue would significantly impact Clovis, it has not been factored into the Forecast for fiscal years 2027/28 and beyond, as there is still time for Fresno County voters to pass an extension or an alternative tax measure.

EXECUTIVE SUMMARY

General Fund

The current Five-Year Financial Forecast is a shift from previous years in the General Fund. Two years ago, forecast projections showed the City would lack the funds required to maintain current operations or increase staffing to meet the growing demand for services at established levels, even if revenues met expectations. With the passage of Measure Y on November 5, 2024, this additional 1¢ sales tax has provided an enormous opportunity from our citizens to ensure that we not only remain financially stable but also maintain services to meet the community's needs and key priorities.

The City has been fortunate in recent years to receive grants to assist with staffing Public Safety. The federal grant Staffing for Adequate Fire and Emergency Response (SAFER) assisted in funding the hiring of nine additional firefighters in May 2021 for Fire Station 6, ending in March 2024. Another SAFER grant was recently awarded to hire six new

firefighters in March 2026, with the grant ending in March 2029. From that point forward, the General Fund will absorb the additional cost of the six firefighters—approximately \$1.3 million annually. In December 2023, the City partnered with the City of Fresno to apply for the Organized Retail Theft Prevention grant from the Board of State and Community Corrections (BSCC). Clovis received approximately \$6.0 million for a three-year period to cover five police officers and one police service officer to address increasing retail theft. The BSCC grant will end in 2026/27, after which the General Fund will incur the additional cost of the six new police positions—approximately \$1.5 million annually.

Overall, the Five-Year Forecast for the General Fund shows that revenues are growing faster than expenditures. This is largely attributable to the Measure Y sales tax implemented on April 1, 2025, which generates an estimated \$30.0 - \$32.0 million per fiscal year in addition to the City's Bradley-Burns sales tax. As a result of this new revenue source, each forecasted year ends with a positive fund balance. Additional items that could not be funded in previous years are now receiving transfers, such as Government Capital Facilities, Fleet and Housing, along with building the Emergency Reserve to 20% of expenditures by 2029/30. This is a significant reversal of what the City faced prior to Measure Y, when the potential for cutting services was a reality due to forecasted deficits.

The Budget Hearing process begins with a thorough review of the Departments and their needs to maintain the Clovis Way of Life. The process will continue with additional input hearings to continue to build the investment plan for the City. This is a critical process, as there is only one opportunity to set up the use of Measure Y Funds to reach the previously mentioned goals and ensure fiscal sustainability.

Water Enterprise Fund

The Water Enterprise Fund forecast shows declining reserves, even with the annual 3% rate increases that have been adopted and included in each year of the forecast. The forecast includes continued contributions to the reserves for the Sustainable Groundwater Management Act (SGMA) through 2030/31. It also includes an interfund loan of \$7.5 million in 2021/22 from the Trichloropropane (TCP) reserves to General Services to fund the construction of Fire Station 6, with annual loan repayments for ten years that began in 2022/23. This loan will not affect the City's ability to treat for TCP during the term of the loan. A water rate study conducted in 2025 and finalized in 2026 confirmed that operational and maintenance expenses were increasing faster than revenues, indicating that additional revenues were needed beyond the current 3% rate escalator to compensate for these costs. Based on the projected revenue shortfall, a water rate increase was proposed to Council, which authorized proceeding with a Proposition 218 majority protest process to adjust rates to cover the costs of operating and maintaining the water system in future years. Council is scheduled to conduct a Public Hearing for a Proposition 218 proceeding in April 2026, at which time it will be determined if rates will be adjusted per staff's recommendation. If the Proposition 218 election process is successful, staff will recommend that Council waive the 3% escalator for July 1, 2026.

Sewer Enterprise Fund

The Sewer Enterprise Fund forecast maintains stable reserves throughout the forecast period. A 3% rate increase is included in each year to keep pace with rising operating, maintenance, and capital costs, and to maintain a sufficient fund balance for future bonding capacity. The interfund loan is shown resuming in 2025/26 of the forecast because it is projected that the collection of development impact fees for Sewer Major Facilities will be insufficient to cover the debt service payments. Due to insufficient funds in the bond charge fund balance collected in prior years, the rebate to customers will be reduced by half to \$3.65 per month starting in fiscal year 2026/27. The ability to continue rebating funds back to ratepayers will be monitored closely throughout the forecast period.

Community Sanitation Fund

The Community Sanitation Fund will experience a small decline in reserves in this forecast due to increased personnel costs, design and construction costs for landfill expansion, fleet renewal charges, and ongoing costs for recycling and organics contracts. A 4% annual increase, or portion thereof, was approved by City Council in November 2004 to be implemented as necessary. A 4% rate increase is projected annually for the forecast period for Refuse. To keep pace with recycling and green waste contract increases, the approved 4% annual increase is also projected for these operations. Additionally, a 4% annual rate increase is projected for street cleaning.

Transit Fund

The Transit Fund reflects enough revenue throughout the forecast period to support its operational and capital needs, driven by increased revenues from the Transportation Development Act, which includes Local Transportation Funds (LTF) and State Transit Assistance (STA) funds allocated based on population, taxable sales, and transit performance. Project-specific funding, including SB1 and various cap-and-trade grants, is used for capital expenses to enhance rider amenities. The State's Transit and Intercity Rail Capital Program (TIRCP) will assist in funding a land purchase to build a Transit Operations Center, which will include infrastructure to support zero-emissions mandates. Transit began receiving federal funding in 2024/25, providing further support for operations. Because funding for Transit is constantly in flux, and the Measure C sales tax is due to expire after 2027, the types and levels of funding will be closely monitored to make any necessary adjustments to current service levels should the need arise. Beginning with the 2017/18 fiscal year, the Transit Fund was required to defer revenue that it had received but not yet spent. Any working capital that is required to be deferred can be seen on the Transit Fund forecast on the line labeled "Deferred Revenue."

Planning and Development Enterprise Fund

The Planning and Development Services Enterprise Fund forecast maintains stable reserves throughout the forecast period. Reserves are included in case of a slowdown, and prudent funding is maintained to absorb declines in development. The years preceding fiscal year 2021/22 experienced relatively high residential unit counts; however, those numbers declined in 2021/22, and as a result, fiscal years 2022/23 and 2023/24 drew from the fund's working capital. In fiscal year 2024/25, residential units

began to increase again, resulting in a positive net working capital balance for the year. We anticipate this growth will continue this fiscal year at an estimated 700 units, rise next year to 750 units, and continue at that level. Consequently, working capital is expected to increase in the current fiscal year, and the projected years are also expected to maintain a positive net working capital balance. The fund maintains a healthy working capital balance annually through 2030/31.

Other Funds

Internal Service Funds are projected to be self-balancing throughout the forecast period. Each of the Internal Service Funds is continually monitored, and more cost-effective programs are implemented wherever possible to reduce costs to all other City operations.

Debt Service Funds will be fully funded to make all debt payments and meet all legal obligations.

ANALYSIS OF FUNDS

The purpose of this forecast is to provide the City Council and senior management with an early identification of financial trends. With early detection, financial trends identified as possible problems can be dealt with in a reasonable manner rather than waiting for a crisis to occur.

The City's Annual Budget represents a total financing plan for all City operations and must be analyzed by its component parts to make any meaningful adjustments. Unlike a private holding company, the City cannot remove cash from any one enterprise operation to help support general tax funded operations. Although there is certainly some financial interdependence between the funds, such as internal service fund charges to allocate common costs, each fund represented in the budget must stand alone.

When analyzing City operations, it is appropriate to look at the budget department by department. However, when reviewing long range financial policies, it is best to look at the fund structure rather than the department structure. The major fund groups reviewed in this forecast are the operating funds of the City, including:

General Fund - This fund includes the functions of general government, including elected officials, administration and finance, public safety, and some field maintenance activities, such as parks, street lighting, and street maintenance.

Enterprise Funds - These funds include operations for water, sewer, solid waste, street cleaning, transit, and planning and development services.

Internal Service Funds - These funds include property and liability insurance, employee benefits, fleet maintenance, and general services.

Debt Service Funds - These funds include all debt service activity for which the City is responsible.

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GENERAL FUND

Current Year – 2025/26

Measure Y was passed in the 2024 General Election and provides the necessary resources to enable the City to maintain its Clovis Way of Life. Based on current estimates, General Fund revenues are projected to be approximately \$14.3 million above expenditures for fiscal year 2025/26. This is directly attributable to Measure Y; otherwise, the General Fund would have been operating at a deficit.

Revenues

General Fund total revenues are projected to exceed the current fiscal year's working budget by \$2.2 million. This increase is primarily due to the additional sales tax anticipated from the passage of Measure Y on November 5, 2024, which came in higher than what was budgeted based on projections from the City's sales tax consultant, HdL. This additional local 1¢ sales tax was implemented on April 1, 2025, and budgeted for 2025/26 at \$26.2 million. HdL projects Measure Y sales tax for 2025/26 at \$30.6 million. HdL also projects Bradley Burns sales tax for 2025/26 to be \$29.1 million. They anticipate constrained growth for both Bradley Burns and Measure Y at an average of 2-3% for the projected fiscal years. This is a turnaround from the prior three fiscal years, where the City experienced annual declines averaging 2% each year.

Although sales tax revenues are anticipated to grow, other discretionary revenue is anticipated to decline. A new cardroom agreement effective November 2025 will reduce cardroom fees by approximately \$0.3 million. Franchise fees are steadily declining due to an increase in consumer use of streaming services for television entertainment, but this decline was already accounted for in the working budget. Transient Occupancy Taxes are anticipated to experience the largest decline to discretionary revenues from the working budget by \$1.3 million, based on regional analysis from the Visit California website and trend analysis of the City's historical occupancy data. Business licenses show an unanticipated decline in revenues to date and are projected to close the fiscal year \$0.5 million under the working budget. Property taxes are holding steady at a three-year average growth of 6-7%.

The City was awarded a \$6.0 million Police grant to combat retail theft, funding five police officers and one police service officer in 2023/24. Of this grant, \$1.6 million was projected for the current year, with \$1.2 million budgeted for the next fiscal year 2026/27 when the grant ends. The Fire department was awarded the Staffing for Adequate Fire and Emergency Response (SAFER) federal grant for \$2.0 million to hire six new firefighters effective March 2026 through March 2029. All projected grant revenues are offset by corresponding expenditure increases in salaries, benefits, overtime, vehicles, and equipment. Once the grant funding has ended for the Police Retail Theft grant and the Fire SAFER grant, the General Fund will absorb the personnel costs associated with these positions.

Expenditures

General Fund expenditures are projected to exceed the current fiscal year's council approved budget by approximately \$4.7 million. Most of this increase is due to Council approved MOU changes from salary negotiations totaling \$3.7 million, along with several other budget amendments in the categories of services, materials, and supplies. In summary, this leaves the General Fund operating budget projected at a surplus of \$14.3 million for the current fiscal year.

Forecast Years – 2026/27 through 2030/31

Revenues

Property taxes and sales taxes are the two largest sources of discretionary revenue, making up 86% of total discretionary revenues on average, and 70% of total General Fund revenues. With the addition of the Measure Y sales tax, these figures have increased significantly from approximately 60% of discretionary revenues and 50% of total revenues. Franchise fees, business licenses, and transient occupancy taxes make up most of the remaining discretionary revenues.

Property tax growth is largely driven by growth in the City. When residential, commercial, or industrial growth occurs, there is a corresponding increase in the demand for services. However, the increase in property tax revenues to support this additional demand will not be received by the City until potentially two years after the growth occurs. In addition, the property tax rate cannot exceed 2% growth annually due to Proposition 13 statutory limitations. Property tax growth during the forecast period is projected to increase at a rate corresponding closely to a five-year average of 750 single and multi-family residential units.

Sales tax revenues are nearly doubling due to the passage of Measure Y, which was implemented on April 1, 2025. This additional local sales tax will supplement the statewide 1% Bradley Burns sales tax. Unlike the Bradley Burns tax, Measure Y revenues are not subject to the 5% County share requirement. The City's Bradley Burns experienced its first reduction in growth in 2022/23 since the Great Recession. Prior to the 2022/23 fiscal year, the City experienced unprecedented, robust growth in 2020/21 and 2021/22 totaling 36%. Recently, Bradley Burns experienced three straight years of an average 2% decline due to inflationary pressures on households, shifting dollars away from discretionary spending as a larger portion of income goes to essentials such as non-taxable food, transportation, and housing costs. For the remaining projected years, and including the additional revenue from Measure Y, sales tax is expected to experience normalized growth at 2-3% annually with population growth at 750 residential units per year.

Growth in franchise taxes is largely due to electricity rate increases. As more households move away from traditional hard-wired phone and cable TV service toward cellular and satellite services which are not taxed, there is a corresponding decline in franchise taxes. All other discretionary revenues are forecast to increase at average growth plus inflation based on the Pacific Cities Consumer Price Index for December 2025 of 2.9%.

Expenditures

With the passage of the City's local sales tax Measure Y, several departments are expected to grow across all five projected years to continue supporting the Clovis Way of Life and address the top priorities identified by our residents. These priorities include:

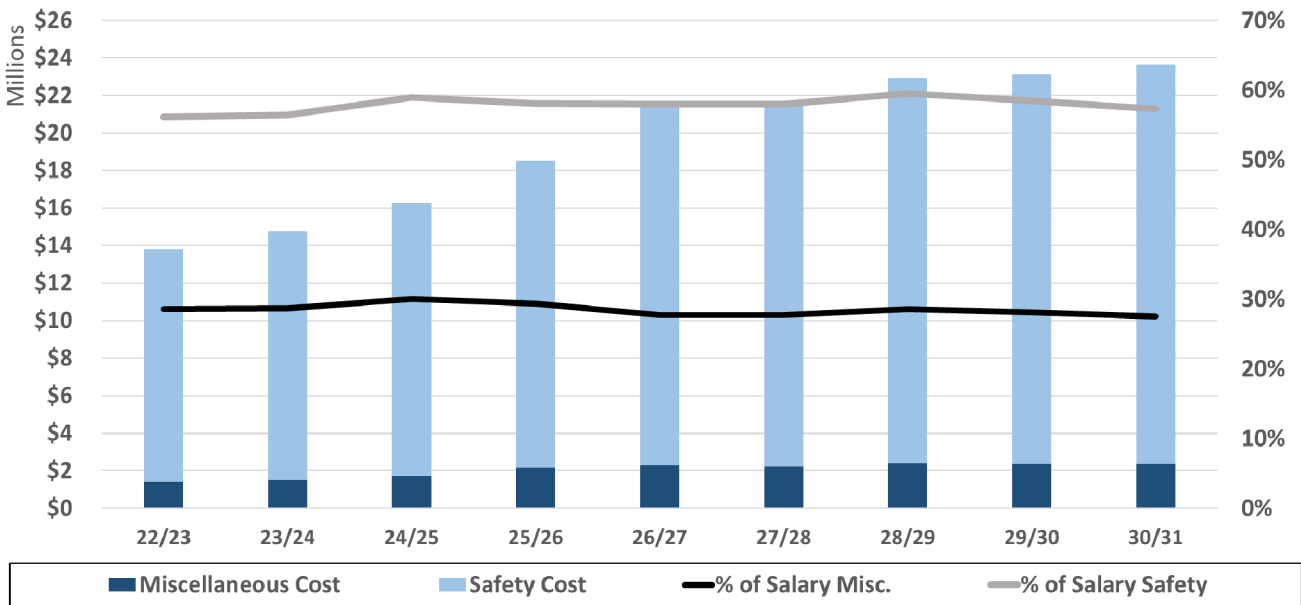
- Maintaining 9-1-1 emergency medical, police, fire and paramedic response, fire protection, and police patrols
- Keeping public areas safe and clean
- Retaining local small businesses and jobs
- Protecting local drinking water sources
- Accelerating repairs to streets and roads
- Addressing homelessness
- Maintaining youth programs, parks, and other general services

This includes remaining financially stable by increasing our emergency reserve, building a stable fund balance, and setting aside funds for future fleet and facility needs. Departments will see considerable allocations over the projected five-year period in the specific categories of Staff, Fleet, and Capital purchases. Estimated expenditures for the forecasted years have been allocated as follows: Public Safety is anticipated to receive 50 new positions at an estimated cost of \$27 million over the five-year projected period; Fleet is allocated \$5 million; and Public Utilities is expected to receive 10 new positions at an estimated cost of \$4.7 million over the five-year projected period.

The City is projected to receive an average of \$32 million annually in new Measure Y funds. However, these funding amounts are approximate and subject to change should inflationary pressures continue to restrict resident discretionary spending and create major fluctuations in this revenue. The City will continually monitor these funds and make changes to our spending plan as the need arises.

Public Employment Retirement System (PERS)

PERS costs are projected to continue rising significantly during the forecast period due to the market volatility of investment returns for the PERS investment portfolio. PERS did outperform its expected rate of return of 6.8% (discount rate) for its 2024/25 investments with an 11.6% rate of return. This is a notable improvement from the two most recent years of 5.8% and 9.3% in 2022/23 and 2023/24, respectively. Like all investments, they are influenced by a variety of economic and geopolitical challenges. At this point, the full impact of the investment fluctuations has not been determined. The following chart shows the expected General Fund PERS costs, both as a percentage of salary and in dollars, for the forecast period.



As shown in the chart, annual General Fund PERS costs are projected to rise by approximately \$5 million between the current year and the end of the forecast period. The impact of the PERS costs associated with salaries is significant; those costs as a percentage of Miscellaneous salaries remain fairly constant at about 30%, and Safety salaries are now remaining fairly constant at about 58%.

Approach to the Forecast

The Five-Year Financial Forecast represents staff’s best estimate of the City’s finances for the next five years and will be the basis on which the budget is developed. The forecast is structurally sound. Major increases to revenues, such as extraordinary commercial growth, are not currently realized and were therefore not considered in the development of the forecast. Measure Y began collecting revenue on April 1, 2025. Departments developed their 5-year implementation plans for the use of Measure Y funds, and these investments are included in the forecast. However, not everything was able to be included while maintaining fiscal sustainability. This required some identified needs to be excluded from the forecast, though they remain as goals to achieve if funding becomes available.

Growing Demands

The City continues to grow, and in recent years, it has grown faster than the long-term average. This growth drives some revenue growth, but it also drives a growing demand for services. Police and Fire comprise the largest expenditures in the General Fund at 75% of the total General Fund expenditures and 89% of the General Fund discretionary revenues projected. Public Safety is most impacted by this growing demand. Measure Y will allow the City to grow services back to a level residents deserve and have come to expect. In order to be as effective as possible, staff will continue to evaluate different ways of delivering services using technology, social media, and best practices. Failure to grow these departments, as well as other General Fund departments at a rate corresponding to the growth of the City, will diminish the Clovis Way of Life our residents have come to enjoy and expect.

The Forecast shows that Clovis is on a sustainable fiscal path with substantial opportunities to invest wisely to build up the foundation for maintaining a high-quality community. This is a significant shift from eighteen months ago when the City was facing forecasted deficits and corresponding service cuts. It is imperative that the City invests all resources wisely and does not return to the previous precarious fiscal condition that threatened the Clovis Way of Life. The City's revenue streams have varying degrees of dependency on economic conditions, with sales tax including Measure Y currently being the most exposed to this dependency and volatility. Preparing for downturns and implementing strategic investment plans with strong fiscal support is crucial for the City to weather an economic downturn or disruption and maintain the Clovis Way of Life as the community grows.

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CITY OF CLOVIS

General Fund Financial Forecast - Summary

(dollars in thousands)

	ACTUALS			ESTIMATED	PROJECTED				
	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Beginning Available Fund Balance	8,420	8,060	4,460	7,970	7,350	7,480	6,490	5,470	5,450
Reappropriation/Encumbrances	230	(450)	360	(950)					
REVENUES									
Discretionary	76,290	79,840	88,760	115,520	119,810	123,200	127,490	131,950	136,530
Non-Discretionary	23,340	24,880	28,830	27,990	28,610	27,920	27,900	28,480	29,180
Total Revenues	99,630	104,720	117,590	143,510	148,420	151,120	155,390	160,430	165,710
EXPENDITURES									
Public Safety	72,210	77,460	85,720	96,580	106,770	109,120	113,350	116,900	120,900
Public Utilities	12,400	13,060	14,120	16,220	17,610	18,220	18,680	19,090	19,510
General Government	10,700	11,800	14,750	16,380	17,350	17,540	18,150	18,410	18,950
Total Expenditures	95,310	102,320	114,590	129,180	141,730	144,880	150,180	154,400	159,360
Resources Above/(Below) Operating Expenditures	4,320	2,400	3,000	14,330	6,690	6,240	5,210	6,030	6,350
ADDITIONAL ITEMS									
Transfers Out to Housing Trust	0	0	(1,000)	(750)	(100)	(100)	(100)	(100)	(100)
Transfers Out to General Government Facilities Fund	(2,020)	(2,580)	(130)	(520)	0	0	0	0	0
Transfers Out to PDS-Gen Fund & Measure Y Projects	(300)	(370)	(350)	(480)	(620)	(630)	(640)	(650)	(660)
Transfers Out to Fleet Fund	(990)	(1,000)	0	(2,250)	(840)	(1,500)	(490)	(300)	(1,960)
Total Additional Items	(3,310)	(3,950)	(1,480)	(4,000)	(1,560)	(2,230)	(1,230)	(1,050)	(2,720)
Net Increase/(Decrease) to Fund Balance	1,010	(1,550)	1,520	10,330	5,130	4,010	3,980	4,980	3,630
Available Fund Balance	9,660	6,060	6,340	17,350	12,480	11,490	10,470	10,450	9,080
OTHER ITEMS									
(Use of)/Addition to Measure Y (Capital/Fleet Needs)	0	0	0	8,000	3,000	3,000	3,000	3,000	3,000
(Use of)/Addition to Emergency Reserve	1,600	1,600	(1,630)	2,000	2,000	2,000	2,000	2,000	2,000
Total Other Items	1,600	1,600	(1,630)	10,000	5,000	5,000	5,000	5,000	5,000
Ending Available Fund Balance	8,060	4,460	7,970	7,350	7,480	6,490	5,470	5,450	4,080
Measure Y Balance (Capital/Fleet Needs)	0	0	0	8,000	11,000	14,000	17,000	20,000	23,000
Emergency Reserve Balance	21,000	22,600	20,970	22,970	24,970	26,970	28,970	30,970	32,970
Emergency Reserve as a % of Expenditures	22.00%	22.10%	18.30%	17.80%	17.60%	18.60%	19.30%	20.10%	20.70%

CITY OF CLOVIS

General Fund - Financial Forecast (dollars in thousands)

REVENUES	ACTUALS			ESTIMATED	PROJECTED				
	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Residential Units (SF + MF)	658	610	637	700	750	750	750	750	750
<u>Discretionary</u>									
Property Taxes	19,890	21,510	22,680	24,180	25,830	26,210	27,220	28,270	29,320
Property Tax In Lieu-VLF	12,910	13,880	14,680	15,650	16,310	17,000	17,710	18,450	19,220
Sales Tax - Bradley Burns	29,720	29,020	28,680	29,110	29,690	30,490	31,400	32,340	33,310
Sales Tax - Measure Y	0	0	7,170	30,640	31,310	32,160	33,120	34,110	35,130
Franchise Fee	2,950	2,950	3,190	3,350	3,450	3,550	3,650	3,750	3,850
Business License Tax	4,120	4,680	4,650	4,990	5,410	5,820	6,260	6,730	7,230
Other Taxes	6,040	7,020	7,060	6,870	7,070	7,210	7,350	7,500	7,650
Interest	400	510	330	450	450	460	470	480	490
Other Revenues-Discretionary	260	270	320	280	290	300	310	320	330
<u>Total Discretionary</u>	76,290	79,840	88,760	115,520	119,810	123,200	127,490	131,950	136,530
<u>Non-Discretionary</u>									
Community Facility Fees	2,680	3,230	3,620	3,610	3,870	4,110	4,360	4,620	4,880
Sales Tax-Public Safety	520	500	490	480	490	500	520	540	550
Licenses & Permits	70	60	70	90	90	90	90	90	90
Fines & Forfeitures	260	190	230	230	240	240	240	240	240
Building Rentals	50	80	120	150	150	150	150	150	150
State Subventions-Gas Tax	1,780	2,020	2,590	2,880	2,920	2,960	3,000	3,040	3,080
Grants	3,110	3,390	5,570	3,100	2,950	1,610	910	790	790
From Other Agencies	880	850	890	830	850	870	890	910	930
Current Services	2,280	2,070	2,560	2,300	2,360	2,410	2,460	2,510	2,560
Landscape Maintenance Charges	4,650	4,960	5,370	5,960	6,130	6,250	6,380	6,510	6,640
Other Revenues-Non Discretionary	410	550	180	450	470	480	490	500	510
Impact/Rental Fees	1,870	1,960	2,040	2,140	2,200	2,240	2,280	2,330	2,380
Admin Charges	4,780	5,020	5,100	5,770	5,890	6,010	6,130	6,250	6,380
<u>Total Non-Discretionary</u>	23,340	24,880	28,830	27,990	28,610	27,920	27,900	28,480	29,180
Total Revenues	99,630	104,720	117,590	143,510	148,420	151,120	155,390	160,430	165,710

Revenue Assumptions (dollars in dollars)

PROPERTY TAXES:	<u>ANNUAL INCREASE</u>	<u>INCREASE IN ASSESSED VALUE</u>	<u>CITY TAX RATE (Before reductions)</u>
	2.00%	\$357,000,000	18.75% of 1%
<i>Increase in Assessed Value above is based on 750 residential units</i>		<i>Nonresidential Units based on % of Residential Units is 23%</i>	
PROPERTY TAX IN LIEU-VEHICLE LICENSE FEES (VLF):	INCREASE BY ASSESSED VALUE GROWTH		4.20% (Based on 750 units)
SALES TAX:	<u>CPI</u>	<u>SALES TAX RATE</u>	<u>POPULATION GROWTH</u>
	2.90%	1.00%	2,000 PER YEAR
COUNTY SHARE:	5.00% OF GROSS BRADLEY BURNS		(Based on 750 units)
	0.00% OF MEASURE Y		
	<u>2026/27</u>	<u>2027/28</u>	<u>2028/29</u>
SALES TAX GROWTH %:	PROJECTED	2.2%	2.7%
		3.0%	3.0%
FRANCHISE FEE:	<u>NEW RES UNITS</u>	<u>FEE</u>	<u>PARTICIPATION %</u>
	<u>CPI</u>	<u>PER YEAR</u>	<u>OF GROSS</u>
	2.90%	750	1.00%
			50.00% Comcast/AT&T
			\$90 Per Unit per Month
			P G & E
			\$250 Per Unit per Mo
Note: 5 year average for residential units is 800, 10 year average is 900, 15 year average is 820 units			
BUSINESS LICENSE TAX:	2.90%	INCREASE BY CPI	NEW BUSINESSES 5.50%
OTHER TAXES:	<i>Includes Transient Occupancy Tax, Cardroom Fees, and Real Property Transfer Tax</i>		
	2.90%	INCREASE BY CPI	
INTEREST RATE:	3.00%	ON PRIOR YEAR'S BALANCE	
OTHER REVENUES:	2.90%	INCREASE BY CPI	
COMMUNITY FACILITY FEE:	2/3 OF NEW RESIDENTIAL UNITS:	500	ANNUAL FEE: \$306 CPI: 2.90%
SALES TAX-PUBLIC SAFETY:	PROPOSITION 172 - HALF CENT SALES TAX FOR PUBLIC SAFETY - ESTIMATES PROVIDED BY CONSULTANT		
LICENSES & PERMITS:	2.90%	INCREASE BY CPI	
FINES AND FORFEITURES:	PARKING AND VEHICLE	\$227,000	BASED ON THREE YEAR AVERAGE
BUILDING RENTALS:	2.00%	ANNUAL INCREASE	
STATE SUBVENTIONS:	<u>GAS TAX</u>	<u>POPULATION GROWTH</u>	
	PER CAPITA	\$20.10	2,000 PER YEAR
			(Based on 750 units)
	Gas Tax Per Capita based on last year actuals		
GRANTS:	\$790,000	CURRENT AVERAGE OF ONGOING GRANTS	
FROM OTHER AGENCIES:	2.90%	INCREASE BY CPI	
CURRENT SERVICES:	2.90%	INCREASE BY CPI	
LANDSCAPE MAINTENANCE CHARGES:	2.90%	INCREASE BY CPI	
IMPACT/RENTAL FEES:	BASED ON ADD'L ROUTES PROJECTED IN THE ENTERPRISE FUND AND INCREASE BY CPI		
ADMIN CHARGES:	2.00%	ANNUAL INCREASE	

CITY OF CLOVIS

General Fund - Financial Forecast (dollars in thousands)

EXPENDITURES	ACTUALS			ESTIMATED	PROJECTED				
	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
PUBLIC SAFETY									
Salaries									
Police - Sworn	11,720	12,880	13,880	17,020	18,560	19,340	20,100	20,890	21,690
Fire	7,640	7,350	7,390	9,790	11,040	11,260	11,600	11,860	13,060
Public Safety - Management	4,330	4,340	4,560	4,600	4,690	4,780	4,880	4,980	5,080
Police - Non Sworn	4,250	4,240	4,540	5,790	6,670	7,270	7,580	7,820	7,980
Fire - Non Firefighters	340	360	340	530	730	820	930	1,020	1,130
Overtime									
Overtime - Police	3,340	3,670	4,150	4,190	4,270	4,360	4,450	4,540	4,630
Overtime - Fire	2,620	2,870	4,080	3,550	4,030	4,110	4,190	4,270	4,360
Extra Help	1,130	1,470	1,720	1,800	1,800	1,800	1,800	1,800	1,800
Benefits									
Health	3,830	4,220	4,450	5,310	6,150	6,740	7,300	7,880	8,640
Retirement	12,400	13,270	14,510	16,380	19,400	19,220	20,520	20,750	21,320
Other	4,300	4,610	4,880	6,290	6,400	6,530	6,660	6,790	6,930
Services, Materials & Supplies	15,530	16,890	19,430	20,680	21,280	21,710	22,140	22,580	23,030
Capital Outlay	780	1,290	1,790	650	1,750	1,180	1,200	1,720	1,250
Total Public Safety	72,210	77,460	85,720	96,580	106,770	109,120	113,350	116,900	120,900
PUBLIC UTILITIES									
Salaries	2,780	2,940	3,190	3,800	4,500	4,740	4,830	4,930	5,030
Overtime	130	130	130	150	150	150	150	150	150
Extra Help	40	0	0	0	0	0	0	0	0
Benefits									
Health	550	640	700	850	1,080	1,210	1,290	1,380	1,480
Retirement	540	580	680	800	920	910	980	970	960
Other	280	270	280	360	420	450	460	470	480
Services, Materials & Supplies	8,040	8,430	8,890	10,120	10,410	10,620	10,830	11,050	11,270
Capital Outlay	40	70	250	140	130	140	140	140	140
Total Public Utilities	12,400	13,060	14,120	16,220	17,610	18,220	18,680	19,090	19,510
GENERAL GOVERNMENT									
Salaries	3,830	4,080	4,420	5,380	5,810	5,930	6,050	6,170	6,290
Overtime	10	10	40	20	20	20	20	20	20
Extra Help	610	650	740	980	980	980	980	980	980
Benefits									
Health	660	670	710	930	1,070	1,140	1,220	1,310	1,400
Retirement	850	940	1,050	1,340	1,360	1,330	1,420	1,410	1,390
Other	290	310	310	390	400	420	450	490	540
Services, Materials & Supplies	4,420	4,930	7,400	6,880	7,500	7,510	7,800	7,810	8,110
Capital Outlay	30	210	80	460	210	210	210	220	220
Total General Government	10,700	11,800	14,750	16,380	17,350	17,540	18,150	18,410	18,950
Total Expenditures	95,310	102,320	114,590	129,180	141,730	144,880	150,180	154,400	159,360

Expenditure Assumptions (dollars in thousands)

SALARIES:		<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>	<u>2028/29</u>	<u>2029/30</u>	<u>2030/31</u>
<u>POLICE-CPOA</u>	7/1	3.00%	2.00%	2.00%	2.00%	2.00%	2.00%
SALARY BASE		\$17,020	\$18,120	\$19,700	\$20,960	\$21,900	\$22,800
Additional -Salaries		\$0	\$1,190	\$850	\$510	\$450	\$350
Number of Additional Officers		7	6	4	3	3	3
Additional Non-Sworn Positions		4	7	5	2	1	0
Total Sworn Officer Positions		135	141	145	148	151	154
<u>FIRE</u>	7/1	3.00%	2.00%	2.00%	2.00%	2.00%	2.00%
SALARY BASE		\$9,540	\$10,970	\$11,450	\$11,750	\$12,190	\$12,530
Additional -Salaries		\$250	\$260	\$70	\$200	\$90	\$1,040
Number of Additional Firefighters		15	0	0	0	0	9
Additional Non-Sworn Positions		0	3	1	2	1	1
Total Sworn Positions		83	83	83	83	83	92
<u>PUBLIC UTILITIES</u>	7/1	3.00%	2.00%	2.00%	2.00%	2.00%	2.00%
SALARY BASE		\$3,800	\$4,060	\$4,590	\$4,830	\$4,930	\$5,030
Additional Salaries-Park/Street		\$0	\$440	\$150	\$0	\$0	\$0
Additional Park/Street Positions		6	7	3	0	0	0
<u>GENERAL GOVT</u>	7/1	3.00%	2.00%	2.00%	2.00%	2.00%	2.00%
<u>MANAGEMENT</u>	7/1	3.00%	2.00%	2.00%	2.00%	2.00%	2.00%
OVERTIME: INCREASE BY SALARIES %			2.00%	2.00%	2.00%	2.00%	2.00%
EXTRA HELP: FLAT FOR NEXT FIVE YEARS							
HEALTH: INCREASE PER YEAR					7.0%		
(PERS ESTIMATE)							
RETIREMENT:		<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>	<u>2028/29</u>	<u>2029/30</u>	<u>2030/31</u>
POLICE-SAFETY		58.08%	58.02%	58.00%	59.50%	58.50%	57.30%
FIRE		58.08%	58.02%	58.00%	59.50%	58.50%	57.30%
PUBLIC UTILITIES		29.37%	27.75%	27.70%	28.60%	28.10%	27.50%
GENERAL GOVERNMENT		29.37%	27.75%	27.70%	28.60%	28.10%	27.50%
MANAGEMENT		29.37%	27.75%	27.70%	28.60%	28.10%	27.50%
PERS EE COST SHARING -MISC		-8.40%	-8.40%	-8.40%	-8.40%	-8.40%	-8.40%
PERS EE COST SHARING -SAFETY		-8.00%	-8.00%	-8.00%	-8.00%	-8.00%	-8.00%
WORKERS COMP: Police-CPOA		16.48%	16.00%	16.00%	16.00%	16.00%	16.00%
(included in other benefits) Fire		3.70%	4.00%	4.00%	4.00%	4.00%	4.00%
Mgmt & Admin		1.56%	2.00%	2.00%	2.00%	2.00%	2.00%
Public Utility		3.68%	4.00%	4.00%	4.00%	4.00%	4.00%
OTHER BENEFITS: Previous year's amount increased by contracted and estimated salary increases. Includes 2% of non-safety salaries for deferred comp, 1% of total salaries for sick leave incentive, 1.45% for medicare and 1% for other benefits.							
OTHER SMS:	INCREASE BY CPI		2.90%	2.00%	2.00%	2.00%	2.00%
CAPITAL OUTLAY:	INCREASE BY CPI		2.90%	2.00%	2.00%	2.00%	2.00%
	FOUR YEAR AVERAGE-PUBLIC SAFETY			\$1,130			
	FOUR YEAR AVERAGE-PUBLIC UTILITIES			\$130 + ADDITIONAL EQUIP FOR NEW EMPLOYEES			
	FOUR YEAR AVERAGE-GEN GOVT			\$200			
EMERGENCY RESERVE: Maintain not less than 15% with a goal to reach 25% of total expenditures. See the Summary Sheet for reserve amounts.							

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ENTERPRISE FUNDS

The Enterprise Funds forecast provides the City Council and the City Manager with an early identification of financial trends and the future financial costs of legislative and regulatory requirements, allowing leadership to respond appropriately. Enterprise Funds, by definition, are supported by rates set to recover the full cost of services, including capital outlays and debt service. The rate-setting process requires advance planning, preparation of rate studies, a public hearing process, and a final decision to implement new rates if approved. This process can take up to six months to complete. For this reason, the forecast is a critical management tool for the City.

Further detail regarding each Enterprise Fund is discussed in the following sections. Annually, staff reevaluates all enterprise operations to determine if any rate adjustments are needed. At this time, Sewer and Community Sanitation enterprise operations have approved increases sufficient to carry the operations through the forecast period, barring any unforeseen or catastrophic events. A water rate study was recently completed for the Water Enterprise Fund, resulting in Council action—based on staff recommendation—to conduct a Proposition 218 proceeding for increasing water rates to compensate for the system's increased operations and maintenance costs. As these rate increases meet their objectives, staff will continue to evaluate implementing smaller, more measured increases on an annual basis to avoid large one-time spikes for ratepayers.

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Water Enterprise

The Water Enterprise Fund is projected to end fiscal year 2025/26 with a working capital balance of approximately \$18 million. This forecast reflects current financial assumptions and does not include the potential impacts of a Proposition 218 water rate adjustment. The City's existing rate structure, adopted in 2016 to comply with state requirements for tiered water rates, was revenue neutral. At that time, Council also authorized a 3% annual rate escalator to support increasing operating costs, capital needs, and debt service coverage for the 2013 Surface Water Treatment Plant bonds. The five-year forecast assumes the continuation of this 3% annual increase.

A comprehensive water rate study completed in 2025 and finalized in 2026 determined that operating and maintenance costs are increasing faster than revenues under the current rate structure. The study concluded that additional revenue is required to maintain service levels, meet regulatory obligations, and support long-term system sustainability. Based on these findings, the City initiated Proposition 218 proceedings proposing water rate increases of approximately 21% per year for three years beginning January 1, 2027, followed by a 3% annual escalator beginning July 1, 2029. A Public Hearing is scheduled for April 2026. If the proposed rate adjustments are approved, staff will recommend that the 3% increase scheduled for July 1, 2026, not be implemented.

The forecast includes several major cost drivers. Beginning in fiscal year 2024/25, the capital program incorporates \$2.5 million annually for five years to implement an Advanced Metering Infrastructure (AMI) project. The Fund also continues to contribute to reserves established for compliance with the Sustainable Groundwater Management Act (SGMA). Dedicated reserves remain in place for Trichloropropane (TCP) treatment, funded by a 2016/17 legal settlement, and for future treatment of polyfluoroalkyl substances (PFAS), supported by settlement proceeds beginning in 2024/25.

Despite these reserves, expenditures are projected to outpace revenues over the forecast period, resulting in a significant decline in the ending fund balance. Without additional rate adjustments, the Water Enterprise Fund will face increasing pressure on its ability to support operations, capital needs, and regulatory compliance.

CITY OF CLOVIS

Water Enterprise - Financial Forecast (dollars in thousands)

	Actual 2022/23	Actual 2023/24	Actual 2024/25	Estimated 2025/26	Projected 2026/27	Projected 2027/28	Projected 2028/29	Projected 2029/30	Projected 2030/31
BEGINNING WORKING CAPITAL	22,060	20,190	22,690	23,270	18,020	13,180	10,270	7,270	5,750
<u>REVENUES</u>									
WATER CHARGES	19,980	20,840	23,310	23,400	24,240	25,100	26,000	26,920	27,870
DBCP & PFAS - LEGAL SETTLEMENTS	210	210	1,170	2,980	180	190	190	190	190
TOTAL REVENUES	20,190	21,050	24,480	26,380	24,420	25,290	26,190	27,110	28,060
<u>EXPENDITURES</u>									
SALARIES	3,630	3,680	3,890	4,510	4,710	4,880	4,970	5,070	5,170
EXTRA HELP	20	0	10	20	20	20	20	20	20
OVERTIME	140	150	160	180	180	180	180	180	180
BENEFITS									
RETIREMENT	710	750	840	990	910	940	1,000	1,000	990
HEALTH	590	620	630	810	870	930	1,000	1,070	1,140
OTHER	410	360	310	420	470	490	500	510	520
SERVICES, MATERIALS & SUPPLIES	11,100	12,510	14,810	17,530	17,330	17,690	17,890	18,090	18,070
MEMBRANE REPLACEMENT	300	450	0	0	1,100	0	0	0	0
TCP TREATMENT	100	100	150	150	150	150	150	150	150
CAPITAL OUTLAY	3,720	1,990	3,220	5,120	3,970	3,970	3,970	2,970	2,970
TOTAL EXPENDITURES	20,720	20,610	24,020	29,730	29,710	29,250	29,680	29,060	29,210
<u>OTHER REVENUE AND EXPENSE</u>									
INTEREST/RENTAL/GRANTS	760	2,080	2,030	2,330	1,880	1,280	1,190	1,130	1,120
	760	2,080	2,030	2,330	1,880	1,280	1,190	1,130	1,120
TRANSFERS-OUT (CAPITAL)	(500)	(500)	(750)	(250)	(250)	(250)	(250)	(250)	(250)
PARK DEV PAYBACK - BASIN/PARK	0	1,700	0	0	0	0	0	0	0
INTERFUND LOAN TO GENERAL SERVICES	750	750	750	750	750	750	750	750	750
CONTRIBUTION-SURFACE WTP	(750)	(750)	(730)	(730)	(730)	(730)	0	0	0
MEMBRANE REPLACEMENT RESERVE	(100)	(100)	(100)	(100)	(100)	1,100	(100)	(100)	(100)
RESERVE FOR DROUGHT CONTINGENCY	(500)	(500)	500	0	0	0	0	0	0
RESERVE FOR SGMA	(1,000)	0	0	(500)	(500)	(500)	(500)	(500)	(500)
RESERVE FOR PFAS TREATMENT	0	0	(960)	(2,800)	0	0	0	0	0
RESERVE FOR TCP TREATMENT	0	(620)	(620)	(600)	(600)	(600)	(600)	(600)	(600)
ENDING WORKING CAPITAL	20,190	22,690	23,270	18,020	13,180	10,270	7,270	5,750	5,020
RESERVE FOR MEMBRANE REPLACEMENT	1,080	1,180	1,280	1,380	1,480	380	480	580	680
RESERVE FOR DROUGHT CONTINGENCY	7,000	7,500	7,000	7,000	7,000	7,000	7,000	7,000	7,000
RESERVE FOR SGMA	5,000	5,000	5,000	5,500	6,000	6,500	7,000	7,500	8,000
RESERVE FOR PFAS TREATMENT	0	0	960	3,760	3,760	3,760	3,760	3,760	3,760
RESERVE FOR TCP TREATMENT	7,650	8,270	8,890	9,490	10,090	10,690	11,290	11,890	12,490

Water Enterprise - Revenue Assumptions (dollars in dollars)

Bi-monthly Meter Charges: Residential - \$27.71 Commercial - \$22.30

Residential Usage Rates: \$1.13 per 1,000 gallons for 0 to 23,000 gallons, \$1.88 per 1,000 gallons for 23,000 - 40,000 gallons, \$2.26 per 1,000 gallons above 40,000 gallons. Dwelling unit charge \$13.45 per month (\$26.90 bi-monthly).

Commercial Usage Rates: \$1.13 per 1,000 gallons 0 to 23,000 gallons, \$1.53 per 1,000 gallons over 23,000 gallons. Monthly charge from \$11.15 (1") to \$1,130.36 (10").

Current Charges:

INCREASED EACH YEAR BY THE AVERAGE INCREASE OF THE PREVIOUS THREE YEARS

		<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>	<u>2028/29</u>	<u>2029/30</u>	<u>2030/31</u>
Rate Increase:	7/1	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
Rate Increase:	3% Based on Council approved annual rate increase unless not necessary.						
Interest:	3.00% OF PREVIOUS YEAR'S WORKING CAPITAL OR A MINIMUM OF \$10,000						

Water Enterprise - Expense Assumptions (dollars in thousands)

Salaries:	CPWEA	<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>	<u>2028/29</u>	<u>2029/30</u>	<u>2030/31</u>
	7/1	3.00%	2.00%	2.00%	2.00%	2.00%	2.00%
	Salary Base	\$4,510	\$4,600	\$4,800	\$4,970	\$5,070	\$5,170
	Additional Employee		\$105	\$75			
Extra Help:	FLAT FOR NEXT FIVE YEARS						
Overtime:	FLAT FOR NEXT FIVE YEARS						
		(PERS ESTIMATE)					
Retirement:		<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>	<u>2028/29</u>	<u>2029/30</u>	<u>2030/31</u>
		29.37%	27.75%	27.70%	28.60%	28.10%	27.50%
PERS Cost Sharing:		-8.40%	-8.40%	-8.40%	-8.40%	-8.40%	-8.40%
Health:	INCREASE PER YEAR					7.00%	
Other Benefits:	-WORKERS COMP			3.68% FOR CPWEA		2.00% FOR ADMIN	
	-MEDICARE			1.45% OF SALARIES			
	-DEFERRED COMP/SICK LEAVE/OTHEF			5.25% OF SALARIES			
Other SMS:	INCREASE BY CPI FOR FUTURE YEARS					2.90%	
	(Increase energy cost by 50% for the Surface Water Treatment Plant operation beginning in 2004/05)						
	Rental of the New Corp Yard-beginning 2002/03				\$320 per year		
Capital Outlay:	CURRENT CPI					2.90%	
Transfers Out:	FOR CAPITAL CONTRIBUTIONS FOR DISTRIBUTION SYSTEM IMPROVEMENTS FOR LAND ACQUISITION DESIGN AND CONSTRUCTION OF RECHARGE FACILITIES-100%						
Reserves:	WELLHEAD TREATMENT CONTINGENCY ESTABLISHED FOR CLEANUP OF DBCP CONTAMINATION MEMBRANE REPLACEMENT RESERVE ESTABLISHED FOR NEW MEMBRANE COSTS DROUGHT CONTINGENCY ESTABLISHED FOR WATER PURCHASE DURING POSSIBLE DROUGHT TCP TREATMENT RESERVE FOR TREATMENT CAPITAL AND O&M SUSTAINABLE GROUNDWATER MANAGEMENT ACT RESERVE						

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Sewer Enterprise

The Sewer Enterprise Fund is projected to have a working capital balance of approximately \$28.6 million at June 30, 2026. The City Council approved a series of rate increases for the Sewer Enterprise Fund beginning August 1, 2010. Rate increases are driven by the rising cost of treatment and capital improvements at the Regional Treatment facility, as well as the increased costs to operate new pump stations and the Sewer Treatment Water Reuse Facility (ST-WRF). Additionally, rate increases are necessary to meet bond covenants normally borne by development fees, which are projected to be insufficient to meet the City's obligations during a portion of the forecast period.

A 3% rate increase is included in each year of the forecast period to keep pace with rising operating, maintenance, and capital costs, and to maintain a sufficient fund balance for future bonding capacity. An interfund loan is shown beginning in 2025/26 of the forecast because it is projected that the collection of development impact fees for Sewer Major Facilities will be insufficient to cover debt service payments. Starting in 2025/26, the rebate to customers will be reduced by half to \$3.65 per month to collect the funds necessary to cover the total debt service payment. The ability to continue rebating funds back to ratepayers will be monitored closely throughout the forecast period.

CITY OF CLOVIS

Sewer Enterprise - Financial Forecast (dollars in thousands)

	Actual 2022/23	Actual 2023/24	Actual 2024/25	Estimated 2025/26	Projected 2026/27	Projected 2027/28	Projected 2028/29	Projected 2029/30	Projected 2030/31
BEGINNING WORKING CAPITAL	26,720	28,270	28,750	31,270	28,620	24,530	21,750	20,880	20,040
<u>REVENUES</u>									
SEWER CHARGES	14,510	15,000	15,860	16,520	17,250	18,000	18,770	19,560	20,380
PRETREATMENT CHARGES	50	50	50	50	50	50	50	50	50
TOTAL REVENUES	14,560	15,050	15,910	16,570	17,300	18,050	18,820	19,610	20,430
<u>EXPENDITURES</u>									
SALARIES	1,280	1,300	1,470	1,690	1,920	1,960	2,000	2,160	2,200
EXTRA HELP	0	0	10	20	20	20	20	20	20
OVERTIME	20	10	10	20	20	20	20	20	20
BENEFITS									
RETIREMENT	250	270	320	400	400	380	400	430	420
HEALTH	200	210	240	310	330	350	370	400	430
OTHER	130	140	110	170	110	200	210	220	230
SERVICES, MATERIALS & SUPPLIES	4,840	5,100	5,790	6,430	8,110	8,340	8,250	8,480	8,730
FRESNO TREATMENT PLANT	3,770	4,730	4,490	4,900	5,040	5,190	5,340	5,490	5,650
CLOVIS TRMT/REUSE PLANT (ST-WRF)	2,380	2,510	2,720	2,810	3,020	3,140	3,260	3,390	3,520
DEBT SERVICE	1,220	1,220	0	0	0	0	0	0	0
CAPITAL	440	40	100	460	260	1,710	220	220	230
CAPITAL-FRESNO PLANT IMPROVEMENTS	1,080	2,210	730	2,000	2,000	1,000	1,000	1,000	1,000
TOTAL EXPENDITURES	15,610	17,740	15,990	19,210	21,230	22,310	21,090	21,830	22,450
<u>OTHER REVENUE AND EXPENSE</u>									
INTEREST	860	1,670	1,920	1,660	1,160	1,060	980	960	950
GRANTS/MISC/SALE OF ASSETS/REFUNDS	40	190	410	60	60	50	50	50	50
BOND COVERAGE CHARGES/(REBATE)	0	0	0	0	1,850	1,850	1,850	1,850	1,850
	900	1,860	2,330	1,720	3,070	2,960	2,880	2,860	2,850
TRANSFERS IN-DEBT SERVICE	430	430	0	0	0	0	0	0	0
TRANSFERS OUT-CAPITAL	0	(390)	(500)	(500)	0	0	0	0	0
FROM DEVELOPER-PLANT CAPITAL IMPROV	270	270	270	270	270	270	270	270	270
INTERFUND (LOANS)/REPAYMENT	0	0	0	(1,500)	(3,000)	(1,500)	(1,500)	(1,500)	(1,500)
(INC)/USE OF FRESNO PLANT CAP RESERVE	1,000	1,000	500	0	(500)	(250)	(250)	(250)	(250)
ENDING WORKING CAPITAL	28,270	28,750	31,270	28,620	24,530	21,750	20,880	20,040	19,390
RESERVE FOR FRESNO PLANT CAPITAL	1,750	750	250	250	750	1,000	1,250	1,500	1,750
RESERVE FOR RATE STABILIZATION	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000

Sewer Enterprise - Revenue Assumptions (dollars in dollars)

Current Charges:	Population	New Units	Additional	Residential:	2025/26 Per Unit	Bond Charge Per	Pretreatment Per
	Increase	Per Year	Commercial		Per Month	Unit Per Month	Unit Per Month
	2,000	750	\$42,000		\$24.88	\$7.30	\$0.06
Rate Rebate:						(\$3.65) Beginning FY 25/26	
Rate Increase:*		<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>	<u>2028/29</u>	<u>2029/30</u>	<u>2030/31</u>
	Percentage	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
	Revised Monthly Rate	\$24.88	\$25.63	\$26.40	\$27.19	\$28.00	\$28.84
Interest:	3.00%	OF PREVIOUS YEAR'S WORKING CAPITAL					
* Rate Increase: Note: The Council can approve up to a 3% annual rate increase if deemed necessary.							

Sewer Enterprise - Expense Assumptions (dollars in thousands)

Salaries: (CPWEA)	<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>	<u>2028/29</u>	<u>2029/30</u>	<u>2030/31</u>
7/1	3.00%	2.00%	2.00%	2.00%	2.00%	2.00%
SALARY BASE	\$1,690	\$1,920	\$1,960	\$2,000	\$2,040	\$2,200
Additional employee					\$120	
Extra Help:	FLAT FOR NEXT FIVE YEARS					
Overtime:	FLAT FOR NEXT FIVE YEARS					
Retirement:	<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>	<u>2028/29</u>	<u>2029/30</u>	<u>2030/31</u>
	29.37%	27.75%	27.70%	28.60%	28.10%	27.50%
PERS Cost Sharing:	-8.40%	-8.40%	-8.40%	-8.40%	-8.40%	-8.40%
Health:	INCREASE PER YEAR				7.00%	
Other Benefits:	-WORKERS COMP				2.00%	FOR ADMIN
	-MEDICARE					
	-DEFERRED COMP/SICK LEAVE/OTHE					
Other SMS:	INCREASE BY CPI				2.90%	
	Rental of the New Corp Yard-Beginning in 2002/03				\$320	
	Clovis Treatment/Reuse Plant Operations-Beginning 1/1/2009				\$1,000	
Regional Treatment Plant:	Annual payment for original plant buy-in plus O&M costs.					
	Adjusted for CPI and per capita amount				2.90%	
Capital Outlay:	FUTURE YEARS @				\$200	
	- ADJUSTED BY CPI				2.90%	
Cap-Plant Improvements:	Based on estimates from the City of Fresno for sewer main and plant refurbishments					
Transfers Out:	Out for on-going capital improvements-per Five Year CIP					
Interfund Loans:	Temporary cash loans to conform with various bond covenants					

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Community Sanitation Enterprise

The Community Sanitation Enterprise Fund is projected to finish the current fiscal year with a working capital balance of approximately \$10.8 million at June 30, 2026. The fund will experience a small decline in reserves over the next few years due to increased administration and personnel costs, design and construction costs for landfill expansion at the tail end of the forecast, fleet renewal charges, and ongoing costs for the recycling and organic contracts. Reserves are expected to remain stable throughout the five-year forecast.

A 4% annual increase, or portion thereof, for Solid Waste was approved by the City Council in November 2004, and a 4% annual increase for street sweeping was approved in 2021. Council can implement these annual increases as necessary. A 4% annual increase is projected in the forecast period for Solid Waste, Street Sweeping, Recycling, and Organics operations. These annual increases will assist in keeping the reserves stable throughout the five-year forecast. Staff will continue to monitor fund levels to determine if assessing the full 4% increase is warranted.

CITY OF CLOVIS

Community Sanitation - Financial Forecast (dollars in thousands)

	Actual 2022/23	Actual 2023/24	Actual 2024/25	Estimated 2025/26	Projected 2026/27	Projected 2027/28	Projected 2028/29	Projected 2029/30	Projected 2030/31
BEGINNING WORKING CAPITAL	13,390	13,100	12,820	13,000	10,860	8,230	7,380	7,290	7,380
<u>REVENUES</u>									
REFUSE CHARGES	18,100	18,890	20,230	20,950	21,960	23,010	24,110	25,260	26,460
RECYCLING CHARGES	2,210	2,320	2,510	2,640	2,750	2,880	3,020	3,160	3,310
GREEN WASTE CHARGES	2,680	2,820	2,990	3,130	3,290	3,460	3,630	3,810	4,000
STREET SWEEPING CHARGES	1,570	1,660	1,770	1,840	1,920	2,010	2,100	2,200	2,300
TOTAL REVENUES	24,560	25,690	27,500	28,560	29,920	31,360	32,860	34,430	36,070
<u>EXPENDITURES</u>									
SALARIES	4,400	4,440	4,740	5,220	5,850	5,960	6,160	6,280	6,410
EXTRA HELP	90	10	10	40	40	40	40	40	40
OVERTIME	390	440	460	460	460	460	460	460	460
BENEFITS									
RETIREMENT	870	930	1,070	1,200	1,180	1,150	1,240	1,240	1,220
HEALTH	810	870	890	1,020	1,090	1,170	1,250	1,340	1,430
OTHER	530	360	460	520	600	610	630	640	650
SERVICES, MATERIALS & SUPPLIES	10,600	11,790	13,170	13,760	14,150	14,560	14,660	15,090	15,530
RECYCLING	1,610	1,790	1,940	2,400	2,470	2,540	2,610	2,690	2,770
GREEN WASTE PROGRAM	2,010	2,200	2,370	2,800	2,890	2,980	3,070	3,160	3,260
STREET SWEEPING	1,810	2,110	2,170	2,130	2,190	2,250	2,320	2,390	2,460
LANDFILL CLOSURE	340	350	390	400	410	420	430	440	450
CAPITAL	1,190	600	650	1,230	1,280	650	650	650	650
LANDFILL IMPROVEMENTS	720	1,020	170	520	790	250	250	750	1,250
TOTAL EXPENDITURES	25,370	26,910	28,490	31,700	33,400	33,040	33,770	35,170	36,580
<u>OTHER REVENUE AND EXPENSE</u>									
INTEREST	270	530	560	550	550	480	470	480	500
GRANTS/MISC/SALE OF ASSETS	100	260	460	300	150	150	150	150	150
	370	790	1,020	850	700	630	620	630	650
TRANSFERS	150	150	150	150	150	200	200	200	200
ENDING WORKING CAPITAL	13,100	12,820	13,000	10,860	8,230	7,380	7,290	7,380	7,720
RESERVE FOR CLOSURE	5,345	5,695	6,085	6,485	6,895	7,315	7,745	8,185	8,635
RESERVE FOR LIABILITY INS	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000

Note: Maintain minimum ending working capital at 15% of expenditures or the bond covenant requirements.

Community Sanitation - Revenue Assumptions (dollars in dollars)

Current Charges:		New Units	Refuse	Recycling	Green Waste	Street Cleaning	
		Per Year	Per Month	Per Month	Per Month	Per Month	
		750	\$28.60	\$4.98	\$7.31	\$3.09	
		<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>	<u>2028/29</u>	<u>2029/30</u>	<u>2030/31</u>
Rate Increase/(Decrease):	7/1	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Rate Increase:		Based on Council approved 4% annual rate increase unless not necessary.					
Refuse:		\$28.60	\$29.74	\$30.93	\$32.17	\$33.46	\$34.80
Recycling:		\$4.98	\$5.18	\$5.39	\$5.60	\$5.83	\$6.06
Green Waste:		\$7.31	\$7.60	\$7.91	\$8.22	\$8.55	\$8.89
Street Cleaning:		\$3.09	\$3.21	\$3.34	\$3.48	\$3.61	\$3.76
Interest:	3.00%	OF PREVIOUS YEAR'S WORKING CAPITAL					

Community Sanitation - Expense Assumptions (dollars in thousands)

Salaries: (CPWEA)	<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>	<u>2028/29</u>	<u>2029/30</u>	<u>2030/31</u>
7/1	3.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Salary Base:	\$5,220	\$5,720	\$5,960	\$6,080	\$6,280	\$6,410
Additional Personnel: Res/Comm		\$125		\$75		
Extra Help:	\$40 for Operations per year					
Overtime:	FLAT FOR FUTURE YEARS					
	(PERS ESTIMATE)					
Retirement:	<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>	<u>2028/29</u>	<u>2029/30</u>	<u>2030/31</u>
	29.37%	27.75%	27.70%	28.60%	28.10%	27.50%
PERS Cost Sharing:	-8.40%	-8.40%	-8.40%	-8.40%	-8.40%	-8.40%
Health:	INCREASE PER YEAR				7.00%	
Other Benefits:	-WORKERS COMP				2.00%	FOR ADMIN
	-MEDICARE					
	-DEFERRED COMP/SICK LEAVE/OTHER					
Other SMS:	INCREASE BY CPI				2.90%	
	Rental of the Corp Yard beginning 2002/03				\$320 per year	
Capital Outlay:	Flat for future years				\$650	
Transfers:	In-For Toters					
					\$200 /year	
Reserve For Closure:	FROM 98/99, INCREASE BY CPI				2.90%	

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Transit Enterprise

The Transit Fund is projected to maintain sufficient revenues throughout the forecast period to support ongoing operational and capital requirements. Primary funding is provided through a combination of Transportation Development Act (TDA) revenues, including Local Transportation Funds (LTF) and State Transit Assistance (STA), as well as Federal Transit Administration (FTA) funding. These revenues are allocated based on population, taxable sales, performance measures, and federal eligibility requirements, and they support day-to-day operations and capital investments, including vehicle purchases and system improvements.

The City is advancing plans to secure land for a future Transit Operations Center to support long-term operational needs and required zero-emission infrastructure. The land acquisition is anticipated to be funded through the State Transit and Intercity Rail Capital Program (TIRCP). Regional transit funding also includes proceeds from the Fresno County Measure C transportation sales tax, which is scheduled to expire in 2027. Clovis Transit is concurrently monitoring potential Transportation Development Act reforms related to farebox recovery requirements.

As regional, state, and federal funding programs and statutory requirements continue to evolve, Clovis Transit will evaluate service levels and funding strategies, making adjustments as necessary to maintain fiscal stability and regulatory compliance. Consistent with prior years, any Local Transportation Fund and State Transit Assistance revenues received but not yet expended are recorded as deferred revenue to ensure accounting compliance and fiscal transparency.

CITY OF CLOVIS

Transit - Financial Forecast (dollars in thousands)

	<u>Actual 2022/23</u>	<u>Actual 2023/24</u>	<u>Actual 2024/25</u>	<u>Estimated 2025/26</u>	<u>Projected 2026/27</u>	<u>Projected 2027/28</u>	<u>Projected 2028/29</u>	<u>Projected 2029/30</u>	<u>Projected 2030/31</u>
BEGINNING WORKING CAPITAL	650	340	440	680	0	0	0	0	0
<u>REVENUES</u>									
MEASURE C FUNDS *	2,190	2,170	2,150	2,180	2,220	2,260	2,310	2,360	2,410
LOCAL TRANSPORTATION FUNDS (LTF)	5,340	6,780	8,080	8,760	9,740	8,910	9,370	9,710	10,050
STATE TRANSIT ASSISTANCE (STA) **	200	2,190	630	12,790	3,810	1,000	1,050	1,100	1,160
FEDERAL TRANSIT ADMINISTRATION (FTA)	0	0	0	5,280	2,750	3,500	3,570	3,640	3,710
OTHER (Fares, Advertising, Trolley Rents)	70	110	70	10	10	10	10	10	10
TOTAL REVENUES	7,800	11,250	10,930	29,020	18,530	15,680	16,310	16,820	17,340
<u>EXPENDITURES</u>									
SALARIES	1,890	2,050	2,340	3,130	3,200	3,260	3,330	3,400	3,470
EXTRA HELP	1,540	1,760	1,840	3,250	3,410	3,580	3,760	3,950	4,150
OVERTIME	60	70	90	100	100	110	120	130	140
BENEFITS									
RETIREMENT	380	410	500	660	620	630	670	670	660
HEALTH	350	430	550	580	620	660	710	760	810
OTHER	560	620	670	1,120	1,090	1,130	1,210	1,240	1,270
SERVICES, MATERIALS & SUPPLIES	3,100	3,730	4,300	5,160	5,420	5,530	5,640	5,750	5,870
CAPITAL-OTHER	170	450	50	890	80	200	200	200	200
CAPITAL-BUSES	110	2,100	700	5,300	680	1,000	1,020	1,040	1,060
TOTAL EXPENDITURES	8,160	11,620	11,040	20,190	15,220	16,100	16,660	17,140	17,630
<u>OTHER REVENUE AND EXPENSE</u>									
GRANTS	80	300	110	820	70	170	170	170	170
INTEREST	(30)	170	240	160	290	250	180	150	120
	50	470	350	980	360	420	350	320	290
TRANSFERS (TRANSIT STATION)	0	0	0	(10,490)	(3,670)	0	0	0	0
ENDING WORKING CAPITAL	340	440	680	0	0	0	0	0	0
DEFERRED REVENUE	10,820	12,490	12,510	9,520	8,310	6,060	4,920	3,850	2,870

Transit- Revenue Assumptions

Transit Revenue:	Measure C revenue is projected to grow at its historical average annual increase.	2.00%
	* Although the Measure C sales tax may expire in 2027, currently authorized funds are anticipated to remain available until fully expended; however, the exact duration of those funds is unknown. As a result, projections for FY 2027/28 through FY 2030/31 are subject to availability and may be adjusted based on actual receipts and remaining balances.*	
	LTF revenue is projected to grow by its historical average increase	5.00%
	** State Transit Assistance, for fiscal years 2019/20 through 2025/26, a transit agency may expend funds apportioned on any operating or capital costs to maintain transit service levels. For fiscal years 2025/26 and 2026/27, the significant increase is due to one-time funds from the Transit and Intercity Rail Capital Program (TIRCP).**	
	Other revenue is projected to grow by CPI	2.90%
Interest:	3.00% OF PREVIOUS YEAR'S WORKING CAPITAL	
Deferred Revenue:	REVENUE RECEIVED AND NOT SPENT	

Transit- Expense Assumptions

Salaries:	<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>	<u>2028/29</u>	<u>2029/30</u>	<u>2030/31</u>
7/1	3.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Salary Base:	\$3,130	\$3,200	\$3,260	\$3,330	\$3,400	\$3,470
Additional Personnel:						
Extra Help:	INCREASE PER YEAR FOR ADDITIONAL DEMAND IN ROUNDUP TRANSIT SERVICES					5.00%
Overtime:	INCREASE BY CPI					2.90%
	(PERS ESTIMATE)					
Retirement:	<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>	<u>2028/29</u>	<u>2029/30</u>	<u>2030/31</u>
	29.37%	27.75%	27.70%	28.60%	28.10%	27.50%
PERS Cost Sharing:	-8.40%	-8.40%	-8.40%	-8.40%	-8.40%	-8.40%
Health:	INCREASE PER YEAR			7.00%		
Other Benefits:	-WORKERS COMP			4.00% OF SALARIES	1.56%	FOR ADMIN
	-MEDICARE			1.45% OF SALARIES and EXTRA HELP		
	-DEFERRED COMP/SICK LEAVE/OTHER			5.25% OF SALARIES		
Other SMS:	INCREASE BY CPI					2.90%
Capital Outlay:	BASED ON BEST ESTIMATES FOR BUSES AND OTHER ADJUSTED BY CPI					2.90%

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Planning and Development Services Enterprise

The Planning and Development Services (PDS) Department transitioned into an Enterprise Fund in 2012/13, allowing services to be adjusted as demand fluctuates. The 2026/27 forecast estimates the construction of 750 residential units, which falls slightly below our 20-year historical average of 800 units per year. For the 2025/26 fiscal year, an estimated 700 residential units (420 multi-family, 280 single-family) are projected to be issued. This slight dip is primarily due to the continuation of higher interest rates and recent inflationary pressures suppressing consumer housing demand.

Revenues fluctuate based on construction valuation for different project types; census housing unit numbers are just one indicator. Commercial activity, in total numbers issued, has performed better this year than our historic average, with higher permit volumes but lower valuations. This is due to fewer applications for large-scale projects (like hotels) this year, but more applications overall, typically for smaller projects such as tenant improvements. The 10-year moving average for commercial valuation from 2015/16 through 2024/25 is \$51.8 million. For FY 2025/26, we have already recorded \$22 million in commercial valuation, with expectations of reaching \$60 million by year-end. If achieved, the new 10-year moving average would increase by \$2.7 million to \$54.5 million at fiscal year-end.

The current Measure C transportation tax will expire in 2027. It is currently unknown what the succession alternatives are for Measure C, but PDS is monitoring the situation and will evaluate impacts and timing on both project funding and staff, as well as investigate potential sources of replacement funding. Currently, authorized Measure C funds will remain available until fully expended; however, we have not yet estimated their duration. The current projections for our Community Investment Program for FY 2027/28 and beyond do not reflect any changes to our Measure C funding and will be adjusted subject to funding availability.

The PDS Department is projected to finish 2025/26 with a working capital balance of approximately \$10.1 million. The forecast reflects that the PDS Department will maintain a prudent reserve that allows for immediate adjustments should they become necessary.

CITY OF CLOVIS

Planning & Development Services - Financial Forecast (dollars in thousands)

RESIDENTIAL UNITS PER YEAR	658	610	637	700	750	750	750	750	750
	Actual 2022/23	Actual 2023/24	Actual 2024/25	Estimated 2025/26	Projected 2026/27	Projected 2027/28	Projected 2028/29	Projected 2029/30	Projected 2030/31
BEGINNING WORKING CAPITAL	9,890	9,520	9,080	9,250	10,190	11,120	11,750	12,030	12,120
<u>REVENUES</u>									
BUILDING PERMITS	3,650	3,580	4,000	5,680	5,230	5,380	5,410	5,250	5,240
PLANNING FEES	1,300	2,120	1,840	1,810	1,980	2,160	2,110	2,190	2,270
GENERAL PLAN CONSULTANT	320	360	890	2,740	1,870	730	720	720	720
ENGINEERING FEES	2,410	1,720	2,400	2,670	2,710	2,780	2,850	2,920	2,990
CAPITAL IMPROVEMENT CHARGES	3,840	4,000	4,150	4,080	4,860	4,980	5,100	5,230	5,360
TOTAL REVENUES	11,520	11,780	13,280	16,980	16,650	16,030	16,190	16,310	16,580
<u>EXPENDITURES</u>									
SALARIES	5,990	6,050	6,170	6,940	8,010	8,380	8,630	8,800	8,980
EXTRA HELP	120	150	110	50	60	60	60	60	60
OVERTIME	80	40	80	140	100	100	100	100	100
BENEFITS									
RETIREMENT	1,150	1,210	1,310	1,340	1,630	1,630	1,760	1,750	1,730
HEALTH	870	850	820	890	980	1,050	1,120	1,200	1,280
OTHER	440	450	460	590	600	610	620	630	640
SERVICES, MATERIALS & SUPPLIES	3,840	3,970	3,860	4,620	4,020	4,100	4,180	4,260	4,350
GENERAL PLAN CONSULTANT	320	360	890	2,040	1,500	650	650	650	650
CAPITAL	10	160	10	160	50	50	50	50	50
TOTAL EXPENDITURES	12,820	13,240	13,710	16,770	16,950	16,630	17,170	17,500	17,840
<u>OTHER REVENUE AND EXPENSE</u>									
INTEREST	260	510	570	600	600	590	610	620	620
OTHER REVENUES/GRANTS	370	140	100	80	80	80	80	80	80
TRANSFERS FROM GENERAL FUND	300	370	350	350	350	350	350	350	350
TRANSFERS FROM MEASURE Y FUND	0	0	0	130	270	280	290	300	310
TOTAL ADDITIONAL ITEMS	930	1,020	1,020	1,160	1,300	1,300	1,330	1,350	1,360
NET INC/(DEC) TO WORKING CAPITAL	(370)	(440)	590	1,370	1,000	700	350	160	100
<u>OTHER ITEMS</u>									
(USE OF)/ADDITION TO EMERGENCY RESERVE	0	0	420	430	70	70	70	70	70
ENDING WORKING CAPITAL	9,520	9,080	9,250	10,190	11,120	11,750	12,030	12,120	12,150
Emergency Reserve - (Dollars)	2,500	2,500	2,920	3,350	3,420	3,490	3,560	3,630	3,700
Emergency Reserve as a % of Expenditures	19.5%	18.9%	21.3%	20.0%	20.2%	21.0%	20.7%	20.7%	20.7%

Planning & Development Services - Revenue Assumptions (dollars in dollars)

	<u>2024/25 (Act.)</u>	<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>	<u>2028/29</u>	<u>2029/30</u>	<u>2030/31</u>
Residential Units Per Year:	637	700	750	750	750	750	750
Non-Residential Valuation %:	20%	20%	20%	20%	20%	20%	20%
Averages based on two years actuals and estimate to close							
Average Permit Fees Per Unit:		Building	Planning	Engineering	International Code Council 2% Increase:		
		\$5,600	\$2,500	\$2,900	<u>2025/26</u>	<u>2028/29</u>	<u>2031/32</u>
CPI:	2.90%						
	<u>2024/25 (Act.)</u>	<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>	<u>2028/29</u>	<u>2029/30</u>	<u>2030/31</u>
Planning Program Fee (Staff):	\$1,010,000	\$1,160,000	\$1,370,000	\$1,410,000	\$1,450,000	\$1,490,000	\$1,530,000
Gen. Plan Consultant Admin Fee:	\$0	\$540,000	\$240,000	\$80,000	\$70,000	\$70,000	\$70,000
Plan. Prgm. Fee (Consultant):	\$890,000	\$2,200,000	\$1,630,000	\$650,000	\$650,000	\$650,000	\$650,000
Other Planning Fees:	\$830,000	\$650,000	\$610,000	\$750,000	\$660,000	\$700,000	\$740,000
Total FY	\$2,730,000	\$4,550,000	\$3,850,000	\$2,890,000	\$2,830,000	\$2,910,000	\$2,990,000
Capital Improvement Charges:	BASED ON HOURLY RATE CHANGES (AS NEEDED)						
Interest:	3.00%	OF PREVIOUS YEAR'S WORKING CAPITAL					
Other Revenues:	INCREASE BY CPI				2.90%		
Grants:	BASED ON AWARDED GRANTS						

Planning & Development Services - Expense Assumptions (dollars in thousands)

	<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>	<u>2028/29</u>	<u>2029/30</u>	<u>2030/31</u>
Salaries: (CPTA)						
7/1	3.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Salary Base:	\$8,060	\$8,220	\$8,380	\$8,550	\$8,800	\$8,980
Additional Personnel:				\$80		
Extra Help:	\$50	\$60	\$60	\$60	\$60	\$60
Overtime:	WILL REMAIN FLAT THROUGHOUT PROJECTION YEARS					
	(PERS ESTIMATE)					
Retirement:	29.37%	27.75%	27.70%	28.60%	28.10%	27.50%
PERS Cost Sharing:	-8.40%	-8.40%	-8.40%	-8.40%	-8.40%	-8.40%
Health:	INCREASE PER YEAR				7.00%	
Other Benefits & SMS:	INCREASE BY CPI				2.90%	
	<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>	<u>2028/29</u>	<u>2029/30</u>	<u>2030/31</u>
General Plan Consultant:						
General Plan Update & Housing Element	\$1,600	\$1,000	\$100	\$100	\$100	\$100
Misc. Services (Legal, Housing, Design, Engr)	\$280	\$280	\$280	\$280	\$280	\$280
Specific Plan/Master Plan Prep/Updates	\$0	\$0	\$0	\$0	\$0	\$0
Utility Plans & Engineering Studies	\$100	\$100	\$100	\$100	\$100	\$100
Planning Studies Guidelines	\$20	\$0	\$100	\$100	\$100	\$100
LAFCO Budget Contribution	\$70	\$70	\$70	\$70	\$70	\$70
Other Consulting	\$130	\$180	\$0	\$0	\$0	\$0
Total FY	\$2,200	\$1,630	\$650	\$650	\$650	\$650
Capital Outlay:	BASED ON CAPITAL NEEDS PROJECTED FOR DEPARTMENT					
Transfers:	GENERAL FUND DISCRETIONARY FUNDING				\$350 PER YEAR	
	MEASURE Y DISCRETIONARY FUNDING				VARIES PER YEAR	

INTERNAL SERVICE FUNDS

The Internal Service Fund group is projected to be self-balancing throughout the Five-Year Forecast. Since this group is funded by charges to the operating funds, issues that will affect the Internal Service Funds are dealt with in conjunction with an analysis of their impact on the operating funds. Each of the funds within the Internal Service Fund group is continually reviewed to determine where more cost-effective programs and services can be utilized. Expenditure reductions have been made in recent years to reduce the impact of cost-sharing on all other City operations.

DEBT SERVICE FUNDS

The Debt Service Fund group, out of necessity and legal obligation, will be fully funded in order to make the required debt payments.



CITY of CLOVIS

Report to the City Council

To: City Council

From: Administration

Date: March 16, 2026

Staff: Paul Armendariz, Assistant City Manager

Subject: Consider Approval — Res. 26-____, Acknowledging the upcoming expiration of Measure C in 2027, Recognizing the City's Benefit from Measure C Funds since 1986, and Expressing Support for a Citizen-Led Transportation Funding Measure for Fresno County.

Recommendation: Consider

Attachments:

1. Transportation Measure ATT 1 Res. 26- ____
2. Transportation Measure ATT 2 Fresno County Transportation Improvement Act
3. Transportation Measure ATT 3 Fix Our Roads Fresno County Transportation Improvement Measure

Recommendation:

For the City Council to consider approval of a resolution acknowledging the upcoming expiration of Measure C in 2027, recognizing the City's benefit from Measure C Funds since 1986, and expressing support for a citizen-led transportation funding measure for Fresno County.

Executive Summary:

On March 9, 2026, the City Council provided direction to staff to return with a resolution acknowledging the upcoming expiration of Measure C and consider support of a citizen-led transportation funding initiative for Fresno County.

Measure C is the current Fresno County transportation half-cent sales tax that provides funding for transportation improvements, roadway maintenance, and related infrastructure projects throughout Fresno County, including within the City of Clovis. The current Measure C program was approved by voters in 1986, renewed in 2006 and is scheduled to expire in 2027.

Currently there are two citizen-led transportation funding initiatives seeking to address long-term transportation and infrastructure needs throughout Fresno County. The proposed resolution acknowledges the upcoming expiration of Measure C in 2027, recognizes the importance of transportation funding for the region, and provides the City Council the opportunity to consider

expressing support for a future citizen-led transportation funding measure that would benefit jurisdictions throughout Fresno County, including the City of Clovis.

Background:

Measure C is the existing Fresno County transportation half-cent sales tax that provides funding for transportation improvements, roadway maintenance, and related infrastructure projects throughout Fresno County, including within the City of Clovis. The current Measure C program was originally approved by voters in 1986, renewed in 2006 and is scheduled to expire in 2027.

Revenue generated through Measure C has historically supported a variety of transportation-related projects, including local street and road maintenance, regional transportation improvements, and other transportation infrastructure improvements across Fresno County jurisdictions.

Currently, there are two citizen-led transportation funding initiatives seeking to address long-term transportation and infrastructure needs within Fresno County jurisdictions.

For a County-wide initiative to qualify for the ballot, approximately 22,000 valid signatures are required. There are two methods available to verify signatures: a random sample verification process or a full count verification process. Due to election timelines, and the significant time involved in a full count signature verification process, the County Elections Office has indicated that qualifying through a full count process is no longer possible to meet the November 2026 election. As a result, any measure must qualify through the random sample verification method to appear on the November ballot, which requires a total of approximately 33,000 signatures.

The deadline to submit petition signatures to the Fresno County Elections Office is May 4, 2026. Submissions received after that date would not qualify for the November 2026 election based on the election calendar and verification timelines.

If a petition with the required number of signatures is submitted by the May 4, 2026, deadline and signatures verified by the Fresno County Elections Office, the Fresno County Board of Supervisors is required to place the measure on the next regularly scheduled election ballot. If the deadline is not met, the next potential opportunity for a vote on a new transportation funding tax measure would be in 2028, unless a special election is called in 2027.

Fiscal Impact:

With the upcoming expiration of Measure C in 2027, the City will lose approximately \$4.1 million annually for road maintenance and about \$2.2 million in annual funding for Clovis Transit. This also does not include the millions invested in regional projects within Clovis over the past 40 years. Continuation of a County-wide tax similar to Measure C, in either form as proposed in the two measures, will ensure Clovis continues to receive funding to continue providing the level of maintenance and service our residents expect.

Reason for Recommendation:

City Council provided direction to staff on March 9, 2026, to return with a resolution acknowledging the upcoming expiration of Measure C and allowing the City Council to consider expressing support for a future citizen-led transportation funding measure.

Actions Following Approval:

If the City Council adopts the resolution no further action by the City will occur. If the City Council

chooses to approve the resolution and support one of the two measures, the proponents of the supported measure will likely use the City Council's approval of the resolution to support gathering signatures and in future campaigning materials.

Conflict of Interest:

None.

RESOLUTION 26-__

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS ACKNOWLEDGING THE UPCOMING EXPIRATION OF MEASURE C IN 2027, RECOGNIZING THE CITY'S BENEFIT FROM MEASURE C FUNDS SINCE 1986, AND EXPRESSING SUPPORT FOR A CITIZEN-LED TRANSPORTATION FUNDING MEASURE FOR FRESNO COUNTY

WHEREAS, Measure C, the Fresno County Transportation Sales Tax Measure, was originally approved by voters in 1986 and provides funding for transportation improvements, street maintenance, and related infrastructure projects throughout Fresno County, including the City of Clovis; and

WHEREAS, the current Measure C Transportation Sales Tax Measure is scheduled to expire in 2027; and

WHEREAS, funding provided through Measure C has supported transportation improvements, roadway maintenance, and other transportation-related improvements within the City of Clovis; and

WHEREAS, continued funding for transportation and street maintenance is important to maintain and improve infrastructure within the City of Clovis and throughout Fresno County; and

WHEREAS, there are two citizen-led transportation measures seeking to address long-term transportation and infrastructure needs for Fresno County jurisdictions, including the City of Clovis; and

WHEREAS, the City Council desires to acknowledge the upcoming expiration of Measure C and the importance of transportation funding for the City of Clovis.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Clovis as follows:

1. The City Council acknowledges that the current Measure C Transportation Sales Tax Measure is scheduled to expire in 2027.
2. The City Council recognizes the importance of transportation and street maintenance funding for the City of Clovis and jurisdictions throughout Fresno County.
3. The City Council acknowledges that two citizen-led transportation funding measures are being considered to address long-term transportation and infrastructure needs in Fresno County.

4. The City Council expresses support for a citizen-led transportation funding measure intended to provide continued resources for transportation improvements, roadway maintenance, and related infrastructure benefiting the City of Clovis and all Fresno County jurisdictions.
5. The City Council has reviewed and received information on both proposed measures, and has determined to express support for the citizen-led County-wide transportation funding measure named _____.
6. A copy of this resolution and reference to this approval may be made to signify the Clovis City Council's support for the citizen-led County-wide transportation funding measure named _____.

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis on March 16, 2026, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

DATED: March 16, 2026

Mayor

City Clerk

Fresno County Transportation Improvement Act

ATTACHMENT 2

The people of the County of Fresno ordain as follows:

SECTION 1. TITLE.

This Act shall be known, and may be cited, as the “Fresno County Transportation Improvement Act.”

SEC. 2. FINDINGS AND DECLARATIONS.

The people of the County of Fresno hereby find and declare all of the following:

- (a) Fresno County is a great place to live and raise a family, but crumbling streets, unsafe roads, and lack of transportation options threaten our quality of life.
- (b) Aging infrastructure, including the roads connecting our cities and the sidewalks on streets near our homes, schools, and parks, is in serious need of investment. An estimated \$5.4 billion is needed to bring roads to “good” and “safe” condition and reduce deferred maintenance.
- (c) Connected and well-maintained streets and roads, as well as enhanced safety improvements and traffic calming measures, facilitate access by first responders and reduce the time it takes to respond to emergencies.
- (d) More than 100 people are killed and over 300 are severely injured on Fresno County roads each year, with pedestrians and bicyclists facing disproportionate risk. Improving roadway safety and building and maintaining protected pedestrian and bike lanes are urgently needed.
- (e) Repairing, rebuilding, and maintaining the road system will improve travel time, accessibility, traffic safety, and public health, and will also address transportation related costs.
- (f) Since 1986, transportation sales tax proceeds have largely been spent on state freeways and new roads, leaving local roads in disrepair. Pothole-riddled streets lead to increased costs for car maintenance and fuel, with repairs from pothole damage costing each driver up to \$2,000.
- (g) Approximately 80% of public transit users in Fresno County are entirely dependent on public transportation and lack access to a private vehicle. Current public transportation services do not transport people to all the places they need to go and often do not operate at the times people need to travel. Additionally, the rising cost of housing in Fresno County and the lack of services in rural areas often force longer commutes and trips to access doctor’s appointments and grocery stores.
- (h) To keep Fresno County safe, livable, and thriving, we need to invest in projects to reduce traffic, fix crumbling streets and roads, and improve transportation countywide.

- (i) The increasing frequency of major rain and flooding events, extreme heat, and forest fires requires investments in resilient infrastructure to decrease property damage and improve public health and safety.
- (j) This Act is focused on the essential transportation improvements that will make our existing roads safer and more efficient, improve our transit system, and make life better for Fresno County residents by increasing access to jobs, education, healthcare, groceries, and other basic amenities.
- (k) The time is now. Without this measure, we will experience further road deterioration; little to no investment in basic infrastructure like sidewalks, crosswalks, curbs, gutters, bike lanes, and trails; and a reduction in transportation services countywide.
- (l) Funding from this Act is guaranteed to go directly to Fresno County transportation priorities and nothing else. The funds go directly into a special account politicians can't touch and, if the funds are misused, violators will be subject to possible criminal prosecution by the Fresno County District Attorney and State Attorney General.
- (m) Independent audits every year and a Citizens Oversight Committee will ensure transparency and that funds are spent on transportation priorities as the voters intend.

SEC. 3. PURPOSE AND INTENT.

It is the intent of the people of the County of Fresno in enacting this Act to do all of the following:

- (a) Fix what matters most by repairing and maintaining existing local streets and roads first.
- (b) Keep people and our kids safe by investing in safety improvements, including enhanced lighting, road safety, and safe routes to school.
- (c) Get people where they need to go efficiently by improving the accessibility and affordability of public transit systems that connect the public to essential services and amenities.
- (d) Improve transportation alternatives by building and maintaining bikeways, pedestrian facilities, and public transit options.
- (e) Keep the transportation system safe with repairs, retrofits, and safety upgrades, allowing students, seniors, and people with disabilities to travel safely.
- (f) Allow seniors, students, people with disabilities, veterans, and active military personnel to access public transit at no cost.
- (g) Create thousands of local quality jobs that pay a living wage and provide healthcare and retirement benefits for workers.

- (h) Build strong, vibrant communities by adding shade, trees, and other features to combat heat, beautify transportation corridors, and ensure no neighborhood is left behind.
- (i) Foster innovation by making smart investments that keep our county competitive and connected — now and in the future.
- (j) Reduce air pollution to protect Fresno County’s environment and quality of life.
- (k) Protect taxpayers with strict accountability measures, including independent audits and citizens’ oversight, to ensure funds are spent as intended by voters.

SEC. 4. FRESNO COUNTY TRANSPORTATION IMPROVEMENT ACT.

Chapter 4.60 is added to Title 4 of the Ordinance Code of Fresno County to read as follows:

Chapter 4.60. Fresno County Transportation Improvement Act

4.60.010. Title.

This chapter shall be known as the Fresno County Transportation Improvement Act.

4.60.020. Definitions.

For the purposes of this chapter, the following definitions shall apply:

- A. “Act” means the Fresno County Transportation Improvement Act.
- B. “Board of Supervisors” means the Fresno County Board of Supervisors.
- C. “Class I Facilities” means bike paths or shared-use paths that provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians, with crossflows by motorists minimized, as defined in subdivision (a) of Section 890.4 of the California Streets and Highways Code.
- D. “Class II Facilities” means bike lanes that provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles, with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted, as defined in subdivision (b) of Section 890.4 of the California Streets and Highways Code.
- E. “Class III Facilities” means bike routes that provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists, as defined in subdivision (c) of Section 890.4 of the California Streets and Highways Code.

F. “Class IV Facilities” means cycle tracks or separated bikeways that provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and that are separated from vehicular traffic by physical elements, including, but not limited to, grade separations, flexible posts, inflexible physical barriers, or on-street parking, as defined in subdivision (d) of Section 890.4 of the California Streets and Highways Code.

G. “Committee” means the Citizens Oversight Committee established pursuant to Section 4.60.170.

H. “Complete street” means a transportation facility that is planned, designed, constructed, operated, and maintained to provide comfortable and convenient mobility, and improve accessibility and connectivity to essential community destinations for all users, regardless of whether they are traveling as pedestrians, bicyclists, public transportation riders, or drivers.

I. “Council of Governments” means the Fresno Council of Governments.

J. “County” means the county government of the County of Fresno.

K. “County region” or “District” means the geographic territory of the County of Fresno, including all incorporated and unincorporated areas therein.

L. “Existing neighborhoods” means neighborhoods in existence within the adopted legal boundaries of each jurisdiction with permanent structures and public infrastructure or public utilities as of November 3, 2026.

M. “Fund” means the Fresno County Transportation Improvement Act Fund established by Section 4.60.040.

N. “Operative Date” means July 1, 2027.

4.60.030. Purpose.

This Act is adopted to achieve the following purposes, and directs that the provisions hereof be interpreted to accomplish those purposes:

A. To impose a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code.

B. To adopt a retail transactions and use tax ordinance that incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code.

C. To adopt a retail transactions and use tax ordinance that imposes a tax and provides a measure therefor that can be administered and collected by the California Department of Tax and Fee Administration in a manner that adapts itself as fully as practicable to, and requires the least

possible deviation from, the existing statutory and administrative procedures followed by the California Department of Tax and Fee Administration in administering and collecting the California State Sales and Use Taxes.

D. To adopt a retail transactions and use tax ordinance that can be administered in a manner that will be, to the greatest degree possible, consistent with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code, minimizes the cost of collecting the transactions and use taxes, and at the same time, minimizes the burden of record keeping upon persons subject to taxation under the provisions of this Act.

E. To raise appropriate revenues to support transportation investments and programs to fix and maintain roads, improve neighborhood infrastructure, enhance public transit and rideshare options, and support active transportation. These programs include the following:

1. The Existing Neighborhood Streets and Roads Repair and Maintenance Program, which is intended to bring the road systems within the incorporated cities and the rural unincorporated areas of the county region, including arterials, collectors, and neighborhood streets, to an average Pavement Condition Index (PCI) of 70, which is within the “Good” category as indicated in the Pavement Management System (PMS) report. Funds under this program go directly to incorporated cities and the County for local street and road repair and maintenance, traffic safety, active transportation, bicycle and pedestrian facilities, and safe routes to school.

2. The Public Transportation Program, which addresses public transit systems and services throughout the county region. The funding under this program will be used to improve bus, microtransit, and mass transit frequencies; paratransit services; transit infrastructure, such as shelters and transfer centers; and point-to-point programs for seniors, children, students, veterans, active military personnel, and mobility-challenged individuals.

3. The Regional Connectivity Program, which facilitates the movement of people and goods, and the efficient delivery of services, by providing matching funds for major projects benefiting multiple jurisdictions within the county region that enhance connectivity along major corridors, strengthen connections within the urban area and between the cities and rural communities, and foster economic growth.

4. The Access and Innovation Program, which provides for planning and projects that enable new technologies, invest in zero-emission infrastructure, and increase access to destinations.

5. The Administration, Performance Measures, Requirements, and Indicators Program, which includes administration and planning activities of the Council of Governments.

F. To require annual audits and oversight by a citizens oversight committee to ensure funds are used exclusively for these purposes.

4.60.040. Fresno County Transportation Improvement Act Fund.

There is hereby established in the treasury of the County a special fund called the Fresno County Transportation Improvement Act Fund, which shall be maintained by the County.

4.60.050. Receipt of Proceeds.

All revenue generated by this Act shall be deposited into the Fresno County Transportation Improvement Act Fund.

4.60.060. Use of Proceeds.

A. Monies in the Fund shall be used to reimburse the County for the costs imposed by the California Department of Tax and Fee Administration to collect and administer the tax imposed by this Act, pursuant to Section 4.60.210.

B. The remaining monies in the Fund shall be appropriated each fiscal year to the Council of Governments solely for the purposes specified in this Act.

4.60.070. Existing Neighborhood Streets and Roads Repair and Maintenance Program.

A. 1. Sixty-five percent of the annual revenue in the Fund shall be allocated for the purpose of repairing, rebuilding, and maintaining the road system in the incorporated cities and the unincorporated areas of the county region to improve travel time and accessibility, traffic safety, and public health, as further provided in subsections B to H, inclusive.

2. a. The Council of Governments shall make separate allocations of funds under this section to each of the incorporated cities within the county region, for expenditures by each city within its own jurisdiction, and to the County, for expenditures in the unincorporated areas of the county region.

b. Funds allocated under this paragraph 2 shall be distributed as follows:

i. Each jurisdiction shall receive a base allocation of four hundred thousand dollars (\$400,000) each year.

ii. Following allocations made under clause i, the balance of funding to be allocated under this section shall be allocated in proportion to each jurisdiction's population based on the most recent population estimates prepared by the California Department of Finance, weighted 80 percent, and in proportion to each jurisdiction's number of maintained public roadway miles as determined by the most recent Pavement Condition Survey, weighted 20 percent. The allocation to the County shall be based on the population and roadway miles in the unincorporated areas of the county region.

3. Each jurisdiction may use funds provided under this section for any program specified in this section.

4. Nothing in this Act prohibits the eligible jurisdictions from issuing bonds or using other financing mechanisms secured by future revenues to accelerate implementation of this section.

5. Jurisdictions may accumulate program funds for up to five years for match purposes or to fund large-scale projects.

6. All streets and roads constructed or improved in whole or in part with revenue from the Fund shall include complete street features, whenever feasible, to create an overall complete street system for neighborhoods. To reduce overall costs under a single contract, jurisdictions that receive funds under this section may also use other funding sources to address the entire roadway infrastructure under one project.

7. Eligible expenditures under this program include all recognized project phases, including planning and environmental analysis; conceptual, preliminary, and design engineering; right-of-way acquisition, support, and relocation; utilities relocation; construction engineering and inspection; vehicles and equipment; direct staff time, including salary and benefits; consultants and construction contractors selected pursuant to local agency selection processes; and labor, materials, and equipment for day labor.

B. Repair, Maintain, and Construct Local Streets and Roads Program.

1. Jurisdictions that receive funds under this section may expend those funds for purposes of the Repair, Maintain, and Construct Local Streets and Roads Program established by this subsection B. Expenditures under this subsection shall prioritize improvements to local streets that connect to existing neighborhood homes, schools, parks, community services, public transportation, and places of employment. Project development, capital, and maintenance costs shall be eligible for expenditures under this subsection.

2. Projects eligible for expenditures under the Repair, Maintain, and Construct Local Streets and Roads Program shall include all of the following:

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

b. Public sidewalk repair, reconstruction, and construction in existing neighborhoods; construction of new and maintenance of additional pedestrian facility improvements, including pedestrian bridges, retaining walls, and guardrails; maintenance of pedestrian and bicycle safety improvements, including, but not limited to, safe-hit posts, painted safety zones, green bicycle lanes, and crosswalks; and rehabilitation of other bicycle facilities, such as bicycle paths.

c. Programmatic improvements to the transportation system to make it safer for all users and help achieve greenhouse gas (GHG) reduction requirements. Projects eligible for expenditures may include, but are not limited to, all of the following:

i. Traffic calming projects to reduce vehicular speeds and improve safety, including speed bumps/humps; new or improved pedestrian safety measures, such as ladder crosswalks, curb extensions (bulb-outs) on corners, and pedestrian islands in the medians of major thoroughfares; new and upgraded bicycle lanes and paths; traffic striping and channelization; and bicycle and personal mobility device parking facilities. Quick builds, pilot projects, permanent improvements, intersection redesigns, and larger corridor projects are eligible for expenditures. Related landscaping components may be included.

ii. Installation, maintenance, and upgrade of traffic signs and signals, including for pedestrians and bicyclists; and communications systems, including changeable message signs for incident and special-event traffic management.

d. Multimodal street improvements to improve pedestrian, bicycle, transit, and vehicle circulation and connectivity.

e. Pothole repair, crack sealing, slurry sealing, asphalt overlays, resurfacing, slab replacement, permeable pavement, vegetation control, curb and gutter maintenance, stormwater and drainage controls, shoulder grading, guardrail and barrier repair, bridge maintenance, sign and marking upkeep, street sweeping, landscaping and beautification, and snow and ice removal.

f. Streetlights, signals, traffic calming and other safety features; standard traffic lights, flashing signals, green arrows, pedestrian signals, out-of-service signals, guardrails, rumble strips, sign and pavement marking, speed humps, speed tables, raised crosswalks, and horizontal devices, such as roundabouts and bulb-outs; traffic signal timing, traffic operations centers, and Intelligent Transportation System components.

g. Sidewalks, alleys, bikeways, pedestrian safety features, infrastructure compliant with the Americans with Disabilities Act, crosswalks, traffic calming features, including flashing beacons, lighting, and neighborhood slow zones, pedestrian and bicycle overcrossings and undercrossings, pedestrian paths, walkways, bikeways, and protected bicycle facilities.

h. New curb ramps compliant with the Americans with Disabilities Act, reconstruction of existing ramps, and related roadway work to permit ease of movement.

i. Vehicles and equipment may be purchased with funds provided under this Act only when necessary to carry out work associated with projects funded under this Act. Costs for such purchases must be charged proportionally to each funded project based on actual or reasonably estimated use and may not exceed the pro rata share attributable to projects funded under this Act.

j. Litter-abatement activities pursuant to a state matching-funds program.

3. Each jurisdiction may spend no more than 5 percent of its allocation under the Existing Neighborhood Streets and Roads Repair and Maintenance Program on road expansion or capacity-increasing projects per year. Before a jurisdiction can expend funds pursuant to this paragraph, every local street and road within the jurisdiction shall reach a Pavement Condition Index score of 65 or above.

4. Road expansion or capacity-increasing projects shall not be prohibited by paragraph 3 if they involve significant safety or mobility benefits, as supported by traffic studies that demonstrate reductions in fatalities and serious injuries for all road users. Eligible road expansion or capacity increasing projects shall only include the following:

- a. Dedicated public transportation lanes.
- b. Dedicated and protected Class I or Class IV Facilities.
- c. Safety-motivated turn lanes or intersection improvements that protect all road users and that do not impede bicycle or pedestrian facilities.

5. Funds shall not be used for street or roadway construction in new growth areas or new town developments.

a. For purposes of this paragraph 5, “new growth areas” means geographic areas designated for future residential, commercial, industrial, or mixed-use development that, as of the passage date of this Act, were not zoned for urban development, substantially developed with permanent structures and public infrastructure, and included within an adopted municipal or regional growth boundary, service area, or comprehensive plan authorizing such development. Preliminary approvals, conceptual plans, or applications pending approval shall not be considered evidence of existence.

b. For purposes of this paragraph 5, “new town developments” means large-scale, master-planned developments intended to function as self-contained communities, including residential, commercial, public, and transportation infrastructure that were not incorporated, approved, or under active construction as of the passage date of this Act and require the extension of new public streets, roadways, or transportation infrastructure to serve the development. Preliminary approvals, conceptual plans, or applications pending approval shall not be considered evidence of existence.

6. The County shall annually expend a minimum of between 12 percent and 15 percent of its local allocation in identified disadvantaged unincorporated communities, as defined by paragraph (2) of subdivision (a) of Section 65302.10 of the California Government Code. The Council of Governments shall determine the specific minimum percentage by completing a needs assessment of complete streets pursuant to Section 4.60.140. The County may spend any remaining funds set aside for disadvantaged unincorporated communities in other unincorporated areas of the county region once identified needs have been met, the average Pavement Condition Index score for all disadvantaged unincorporated communities reaches 70, and each local road

within all disadvantaged unincorporated communities attains a Pavement Condition Index score of at least 65.

7. Jurisdictions shall prioritize funding for existing neighborhood roads with the lowest Pavement Condition Index score or in project areas in need of improvement in disadvantaged neighborhoods and communities.

C. Active Transportation.

1. Jurisdictions that receive funds under this section may expend those funds to create a comprehensive, connected network of pedestrian and bicycle routes that link homes, workplaces, schools, parks, transit, and other destinations.

2. Funds expended pursuant to this subsection C may be used to redesign existing streets to be complete streets, prioritizing non-car options, increasing the safety and comfort of pedestrians and cyclists, and improving connections to transit.

3. Every street or road constructed or reconstructed in whole or in part with revenue from the Fund pursuant to this subsection shall include sidewalks, paths, walkways, or equivalent facilities, where feasible and according to the adopted Active Transportation Plan in each jurisdiction.

4. Any maintenance to a street or road funded in whole or in part with revenue from the Fund pursuant to this subsection 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.

5. Where feasible, every expressway, super-arterial, arterial, or collector road constructed in whole or in part with revenue from the Fund pursuant to this subsection shall include accommodations for bicycle travel at minimum by a striped shoulder with a minimum width of four feet. This four-foot shoulder may be provided as a bike lane or a cycle track. If an existing expressway, super-arterial, or collector road is reconstructed and reconstruction includes pavement widening, that project shall be subject to this requirement.

6. All roadways receiving pavement reconstruction without pavement widening, rehabilitation, or an overlay, slurry seal, chip seal, or seal coat funded in whole or in part with revenue from the Fund pursuant to this subsection shall include accommodations for bicycle travel at a minimum by Class I and Class IV Facilities, unless there is insufficient right-of-way or if there are other physical constraints as determined by a licensed engineer. This four-foot shoulder may be provided as a bike lane or a cycle track.

7. On a multi-lane roadway, funds expended pursuant to this subsection may be used for conversion of travel lanes to bicycle facilities, provided the responsible agency has determined that excess roadway capacity exists and that the bicycle facilities are allowable. Owing to the different costs associated with Class I and Class IV Facilities, funding for this requirement must be roughly equivalent based on expenditures. A jurisdiction may meet this requirement through a combination of other state, federal, and local funding sources, aside from revenue from the

Fund. Safe Routes to Schools projects that include Class I or Class IV Facilities may be counted toward satisfying this requirement.

8. Jurisdictions that expend funds under this subsection shall not expend funds on privately owned streets and roads.

9. Jurisdictions that expend funds under this subsection shall certify to the Council of Governments that expenditures of funds under this subsection meet the following criteria:

a. With respect to Class I Facilities:

i. Class I Facilities are not limited to bicycle use and are available for pedestrian use. Canal banks located in existing neighborhoods that cannot be paved may also be considered Class I Facilities for purposes of this Act.

ii. Class I Facilities, including shared-use paths constructed with funds expended under this subsection, are to the greatest extent possible designed in accordance with the bicycle path design criteria set forth in Chapter 1000 (Bicycle Transportation Design) of the California Highway Design Manual.

iii. Within the Fresno–Clovis Metropolitan Area, Class I Facilities constructed with funds expended under this subsection are a minimum of 12 feet in width, where feasible.

iv. Within the Fresno–Clovis Metropolitan Area, Class I Facilities constructed with funds expended under this subsection are designed so that at-grade crossings are limited to one crossing every one-half mile at signalized intersections for new developments, where feasible and provided that such design does not violate property owner rights.

v. Class I Facilities constructed within existing neighborhoods are designed so that mid-block crossings on collectors, arterials, super-arterials, or expressways satisfy one of the following:

I. Each crossing is controlled by at-grade pedestrian waiting mechanisms, including signalized or flashing crossings or other warning devices.

II. Each crossing is controlled with grade-separated crossings when warranted due to pedestrian or bicycle safety risks, where feasible.

vi. Class I bikeways in rural areas that link rural communities and cities are, to the greatest extent possible, constructed in accordance with Chapter 1000 (Bicycle Transportation Design) of the California Highway Design Manual.

b. Class II and Class III bikeways are, to the greatest extent possible, designed and installed in accordance with Chapter 1000 (Bicycle Transportation Design) of the California Highway Design Manual and the California Manual on Uniform Traffic Control Devices.

c. Class IV bikeways, including separated bikeways or cycle tracks, are, to the greatest extent possible, designed and installed in accordance with Caltrans Design Information Bulletin 89.

10. Any new or modified types of facilities shall be eligible for funding under the Existing Neighborhood Streets and Roads Repair and Maintenance Program if such facilities are included in any future revision of the California Highway Design Manual or related Caltrans design guidance.

11. Trails designed strictly for recreational purposes shall be ineligible for expenditures under this Act.

D. Transit-Oriented Development.

1. A jurisdiction that receives funds under this section may expend the funds to support transportation and other costs to enable housing in mixed-use zone districts within existing neighborhoods. The jurisdiction shall ensure the developments are mixed income and include deed-restricted units affordable to lower-income households.

2. For the purpose of this subsection D, lower-income means 80 percent or less of Area Median Income (AMI), including low-income (50 to 80 percent of AMI), very low-income (30 to 50 percent of AMI), and extremely low-income (below 30 percent of AMI).

E. Bicycle and Pedestrian Facilities Maintenance.

Jurisdictions receiving funds under this section may use the funds for maintenance of bicycle and pedestrian facilities, including, but not limited to, landscaping and tree care; pavement, root-damage, and pothole repairs; irrigation system operation and repair; lighting, signage, striping, and surface resurfacing; litter and weed removal; utility costs; and maintenance of adjacent trailheads or parks.

F. Safe Routes to School.

1. A jurisdiction that receives funds under this section may use this funding to support Safe Routes to School (SRTS) projects, including infrastructure, education, outreach, and planning to support safe transportation to and from schools.

2. Each jurisdiction shall coordinate with school districts within its boundaries to identify and ensure the highest-priority SRTS projects are funded each year. Funds shall be used to prioritize SRTS projects identified as highest priority and urgent.

3. Funds may be used to achieve conformance with Section 22352.5 of the California Vehicle Code, lowering the speed limit in school zones to twenty miles per hour by January 1, 2031. When updating signage and other compliance needs in school zones, jurisdictions should seek to make other SRTS improvements where needed and appropriate.

G. The following metrics shall be used to evaluate performance under this section:

1. The average Pavement Condition Index score for each jurisdiction that receives funds under this section, including arterial, collector, and neighborhood streets, shall be maintained at a minimum average level of 70.

2. At least 120 miles of new Class I or Class IV Facilities shall be maintained and constructed by 2057, as identified in the applicable Active Transportation Plan for each jurisdiction. This requirement shall be apportioned as follows:

- a. The cities of Fresno and Clovis shall collectively be responsible for at least 84 miles.
- b. The County shall be responsible for at least 36 miles.
- c. Any Class I or Class IV Facilities constructed by the remaining cities may be credited toward fulfilling the County's obligation under this paragraph 2.
- d. Safe Routes to Schools projects that include new Class I or Class IV Facilities may be counted toward satisfaction of this requirement.
- e. Up to 20 percent of this requirement may be met through routine maintenance.

3. a. At least 150 Safe Routes to School projects shall be completed by 2057 that improve walkability, safety, and connectivity for students and reduce serious injuries and fatalities. Projects shall include infrastructure, engineering improvements, and traffic-calming strategies to enhance safety and accessibility for walking and bicycling within a one-mile radius of school zones.

b. The requirement imposed by subparagraph a shall be apportioned as follows:

i. The cities of Fresno and Clovis shall collectively be responsible for at least 105 projects.

ii. The remaining cities and the County shall collectively be responsible for at least 45 projects.

c. Jurisdictions may collectively satisfy the requirement imposed by subparagraph a by one or more of the following:

i. By completing five Safe Routes to School projects per year, 70 percent in the cities of Fresno and Clovis and 30 percent in the remaining incorporated cities and the unincorporated areas of the county region.

ii. By completing at least 50 projects every 10 years, 70 percent in the cities of Fresno and Clovis and 30 percent in the remaining cities and the unincorporated areas of the county region.

4. The County and each incorporated city within the county region shall pursue reductions in greenhouse gas emissions consistent with targets established quadrennially by the California Air Resources Board.

H. By July 1, 2029, each jurisdiction within the county region, to be eligible for continued funding under this section, shall complete and adopt an Active Transportation and Safe Routes to Schools Implementation and Performance Analysis to establish a baseline assessment and track progress towards achieving the established metrics of this Act. A jurisdiction may use funds allocated in this section to pay the reasonable costs of developing the analysis. The analysis shall include the following:

1. An Active Transportation Analysis addressing Class I, II, III, and IV Facilities that promote connectivity and complete streets throughout the county region and its urbanized areas. This analysis shall, at a minimum, include all of the following:

a. A regional sidewalk, bikeway, and trail inventory assessing the condition, connectivity, and accessibility of sidewalks and pedestrian and bicycle pathways.

b. Actionable strategies to improve and construct new sidewalks, pathways, and bicycle facilities within existing neighborhoods in compliance with established metrics of this Act in order to facilitate travel to major points of interest or destination centers, including, but not limited to, employment centers, educational facilities, parks and open spaces, and medical services.

c. Adopted Active Transportation Plans or Fresno Regional Active Transportation Plans shall serve as the guiding document for the upgrade, installation, and funding of active transportation facilities, provided that the plans include the requirements identified in subparagraphs a and b.

2. A Safe Routes to School (SRTS) analysis developed in coordination with the school districts within its jurisdictional boundaries. The analysis shall include:

a. The number of serious injuries and fatalities within a one-mile radius of each school during the previous five years and annual reduction targets.

b. The highest-priority SRTS projects to be funded to ensure compliance with this section.

c. Adopted SRTS projects or similar plans shall serve as the guiding document for the upgrade, installation, and funding of SRTS facilities, provided that the plans include requirements identified in subparagraphs a and b of paragraph 1 and are coordinated with school districts within the jurisdiction's boundaries.

3. Each jurisdiction within the county region shall develop Active Transportation and Safe Routes to Schools Implementation and Performance Analysis through a robust public process. The public process shall include, at a minimum, all of the following:

a. The jurisdiction shall notify the public of its intent to initiate an analysis and publicly notice the process through which it will solicit public input.

b. The jurisdiction shall hold at least three publicly noticed meetings to solicit public input. Meetings shall be held at accessible locations outside of regular business hours. Translation of materials and interpretation shall be provided.

c. Upon completion of the public meetings, the jurisdiction shall prepare, publish, and formally adopt an analysis, which shall include a prioritized list of projects to be funded during the ensuing five-year period and an accompanying analysis documenting the manner in which public input was solicited, reviewed, and incorporated into the final recommendations, following a public review period of not less than 30 days.

d. Funded projects shall be included in a public database maintained by the Council of Governments, and progress toward completion shall be reported annually until completion, consistent with subsection J of Section 4.60.110.

4.60.080. Public Transportation Program.

A. Twenty-five percent of the annual revenue in the Fund shall be allocated to support an integrated, rapid, resilient, and cost-effective transit network that coordinates public transportation services, where feasible, to reduce costs of service and avoid service duplication, and prioritize improving public transportation system access and use.

B. The Council of Governments shall allocate funding under this section as follows:

1. Ten percent to Clovis Transit.
2. Seventy percent to Fresno Area Express.
3. Twenty percent to the Fresno County Rural Transit Agency.

C. Funds provided under this section shall be expended for the following purposes:

1. Operations, maintenance, and capital costs for maintaining and improving public transportation services.

2. Expanded hours and increased frequency of transit services; evening and weekend service; non-emergency medical transportation; increased frequency between and among cities and communities; first and last mile connections; emergency planning; service integration; paratransit service; community shuttles; and university and college transit options.

3. Deployment of buses, microtransit, carshare, rideshare, vanpool, and Bus Rapid Transit or light rail services.

4. Public transit supportive infrastructure, including disability access infrastructure; sheltered and weather protective bus stops; lighting at bus stops; trash disposal; enhanced pedestrian and bicycle facilities that improve access to transit stops; optimized traffic signals for smoother traffic flow; and investments in modern vehicles and technology, including real-time tracking and audible announcements for passengers. At main hubs and transit centers, where possible, public transportation operators are encouraged to provide and improve water stations and public restrooms.

D. Each transit agency shall ensure services are available for continued support for paratransit, curb-to-curb, van, taxi, and other transportation services for seniors 62 years old and older, and people with disabilities who are unable to use fixed-route transit services. Funds may be expended for operations support, replacement of accessible vans, and replacement and upgrades of supporting equipment. Each year, each transit agency shall certify to the Council of Governments that revenue provided under this section is first being used for this subsection D.

E. Transportation agencies may use the funds allocated under this section for public transportation projects that are included in a local agency capital improvement program or annual budget, or that are approved by resolution at a public hearing of each local agency identifying the eligible project or list of projects or programs.

F. Funds in this section may be used by the Council of Governments to conduct a Regional Transit Consolidation Study to identify opportunities to coordinate or consolidate transit services in order to achieve a seamless passenger travel system for the public, provided that any study, recommendation, or resulting action ensures the protection of public transit employees, including the preservation of wages, benefits, collective bargaining rights, and employment security. The findings and recommendations of the study shall be considered for implementation by the Council of Governments Policy Board.

G. The following metrics shall be used to evaluate performance under this section:

1. For each transit agency receiving funds under this section, transit accessibility performance shall demonstrate year-over-year improvement. Performance shall be measured using a composite index composed of the following indicators: (1) percentage change in total ridership; (2) percentage of urban routes operating at 15-minute or better headways and, in rural areas, average transit travel time relative to comparable personal vehicle travel times or an equivalent accessibility metric; (3) average travel distance or time required to reach a defined set of key destinations; (4) average number of transfers required on commonly used routes; (5) average transfer wait times; and (6) on-time performance, measured as the percentage of trips operating on schedule from origin to destination. Where feasible, each indicator shall be reported both in aggregate and disaggregated by demographic, geographic, and rider group.

2. For each transit agency receiving funds under this section, the annual percentage increase in transit-supportive infrastructure shall grow every year. Performance shall be

measured by quantifiable increases in the following: (1) the number of bus stops and multimodal access points that meet or exceed applicable local, state, and federal accessibility standards; and (2) the linear miles, area coverage, or facility count of bicycle, sidewalk, and pedestrian infrastructure providing direct access to bus stops, transit hubs, schools, population centers, employment centers, and essential services.

H. By July 1, 2029, each transit agency, to be eligible for continued funding under this section, shall complete and adopt a Public Transit Improvement Plan to establish a baseline assessment and track progress towards improving the metrics described in paragraphs 1 and 2 of subsection G of this section. Funds allocated in this section may be used by an agency to pay the reasonable costs of developing the Plan. The Plan shall include the following:

1. Proposed transit service improvement and expansion plans, including mass transit, micro-transit and on-demand transit services.
2. Programs and services that provide continued support for paratransit, curb-to-curb, van, taxi, and other transportation services for those who are unable to use fixed-route transit services, including seniors 62 years old and older and people with disabilities.
3. Strategies for how Fund revenues will be leveraged with state and federal funding to maximize program and service impact.
4. Strategies for the coordination of services and programs across the transit agencies.

I. Each transit agency shall develop a Public Transit Improvement Plan through a robust public process, which shall include, at a minimum, all of the following:

1. The agency shall notify the public of its intent to initiate a plan and publicly notice the process through which it will solicit public input.
2. The agency shall hold at least three publicly noticed meetings to solicit public input. Meetings shall be held at accessible locations outside of regular business hours. Translation of materials and interpretation shall be provided.
3. Upon completion of the public meetings, the agency shall prepare, publish, and formally adopt a plan, which shall include a prioritized list of projects to be funded during the ensuing five-year period and an accompanying analysis documenting the manner in which public input was solicited, reviewed, and incorporated into the final recommendations, following a public review period of not less than 30 days.
4. Funded projects shall be included in a public database maintained by the Council of Governments, and progress toward completion shall be reported annually until completion, consistent with subsection J of Section 4.60.110.

4.60.090. Regional Connectivity Program.

A. One percent of the annual revenue in the Fund shall be allocated to the Fresno Yosemite International Airport. Funds may be used to support operations, infrastructure, transportation access improvements, and multi-modal connections to and from the airport.

B. Four percent of the annual revenue in the Fund shall be allocated to fund regional street, road, and highway improvement projects with direct local benefits.

1. The Council of Governments shall provide funding on the following schedule:

- a. By June 30, 2028, for years 1 to 7 of this Act.
- b. By June 30, 2034, for years 8 to 15 of this Act.
- c. By June 30, 2041, for years 16 to 24 of this Act.
- d. By June 30, 2048, for the remaining years of this Act.

2. Agencies eligible for funding under this subsection B shall include the incorporated cities within the county region, the County, and the California Department of Transportation.

3. Projects funded under this subsection B may include projects on the state highway system, regional transportation projects, and projects on major local arterials that serve more than one city or area of the county region. Funds allocated under this section may be used as matching funds for litter-abatement activities pursuant to a state matching-funds program.

4. Each agency shall request project funding from the Council of Governments, which shall be provided through a cooperative funding agreement. These agreements shall allocate funding for the initial project phases. All funding agreements shall reimburse implementing agencies for funds expended. The agreements shall not provide agencies with advance funding.

5. The Council of Governments shall conduct a public engagement process to identify and prioritize projects in the county region. Selected projects shall achieve one or more of the following: reduced vehicle miles traveled, increased multi-modal travel, increased safety by reducing the number of collisions of all road users, improved air quality, increased access to good local jobs, or other direct local benefits to communities. The Council of Governments may prioritize projects that identify state and federal funding to leverage matching funds. The agencies shall complete this process as follows:

- a. The Council of Governments shall notify the Citizens Oversight Committee of its intent to initiate a public process and publicly notice the process through which it will solicit public input.

b. The Council of Governments shall publish project solicitation guidelines for projects that further the goals identified in this paragraph 5 and allow at least 60 days for eligible agencies to submit proposals.

c. Upon receipt of project proposals, the Council of Governments shall publish a list of projects and hold at least three publicly noticed meetings across the county region, with at least one on the east side of the county region, at least one on the west side of the county region, and at least one in the urban metro area, for public input. Meetings shall be held at accessible locations outside of regular business hours, and translation of materials and live interpretation shall be provided.

d. Following the public workshops, the Council of Governments shall prepare and publish a list of projects recommended for funding, together with an analysis documenting how public input was considered and incorporated into the recommendations.

e. Projects will be considered and approved by the Council of Governments Policy Board at least 30 days after the list of projects is publicly posted.

6. The Council of Governments may consider bonding future revenues if project needs and deliverability exceed available cash flow.

C. Agencies that receive funds under this section shall report project progress to the Council of Governments. Any project cost increases not associated with subsequent project phases shall be thoroughly justified by the implementing agency, and a funding agreement amendment shall be approved prior to the expenditure of funds in excess of the approved project budget. Agencies that receive any funds under this section shall furnish, install, and maintain project funding signage recognizing the funding contributed by this Act.

D. All major roads, regional transportation projects, and highways constructed, improved, or reconstructed under this section shall comply with paragraphs 5 and 6 of subsection C of Section 4.60.070.

4.60.100. Access and Innovation Program.

A. Four percent of the annual revenue in the Fund shall be allocated for planning and projects that enable new technologies, invest in zero-emission infrastructure, and increase access to destinations.

B. The Council of Governments shall first allocate funds to Clovis Transit, Fresno Area Express, and the Fresno County Rural Transit Agency to ensure the implementation and maintenance of zero-fare programs for special populations. For purposes of this subsection, “special populations” means people with disabilities, veterans and active-duty military personnel, seniors 62 years of age and older, children, and students.

C. If funds remain after the purposes under subsection B are met, the Council of Governments shall award competitive grants, and shall develop implementation policies and guidelines, for projects in the following categories:

1. Clean Energy Projects, which may include electric-vehicle charging stations, hydrogen fueling facilities, compressed natural gas infrastructure, and similar clean-fuel facilities; a Regional Zero-Emission Vehicle Readiness and Implementation Plan developed by the Council of Governments; local agency Zero-Emission Vehicle Readiness and Implementation Plans; clean-vehicle power support facilities; microgrid or solar electric-vehicle battery-charging infrastructure; autonomous vehicle infrastructure projects; or other projects or programs that further clean transportation goals.

2. Travel Choice Projects, which may include regional transportation hubs and micro-mobility hubs designed to provide and identify a range of connected travel choices; innovations in micro-mobility; increased opportunities for telecommuting; and broadband infrastructure to support telecommuting and educational facility purposes.

3. Future Technology Projects, which may include other new technology applications or improvements in emerging or future transportation technologies.

D. The agencies eligible to apply for funding under subsection C shall include the incorporated cities within the county region, the County, the Council of Governments, Fresno Area Express, the Fresno County Rural Transit Agency, and Clovis Transit. Private-sector entities, nonprofit organizations, or other governmental agencies may also submit applications for funding, provided that such applications are submitted through, and sponsored by, the local government agency of the jurisdiction in which the project is located. The incorporated cities within the county region and the County shall generally serve as the primary applicants for program funds; however, for projects or programs of a regional nature, the Council of Governments may serve as the appropriate applicant. For any competitive grant program for which the Council of Governments seeks to apply for funding, the Council of Governments shall adopt a written policy establishing an independent panel to review and score all applications.

4.60.110. Administration, Performance Measures, Requirements, and Indicators Program.

One percent of the annual revenue in the Fund shall be allocated to the Council of Governments to administer this Act. Activities that may be funded under this section shall include the following:

A. Preparing and adopting an annual work program and budget outlining planned expenditures, oversight activities, and administrative costs, and distributing funds pursuant to this Act.

B. Developing requirements for each funding program established by this Act and undertaking specialized studies needed to implement those programs effectively.

C. Undertaking and completing the reporting requirements and technical assistance pursuant to Section 4.60.140.

D. Establishing and updating priority lists for regional connectivity, in coordination with member jurisdictions and consistent with this Act.

E. Conducting an independent audit to ensure compliance, fiscal integrity, and accountability to the public.

F. Conducting reviews to ensure compliance with and progress towards attainment of performance measures under each program.

G. Carrying out ongoing outreach and public education efforts to keep taxpayers informed about project progress, financial performance, and planned updates.

H. Issuing bonds when appropriate to expedite project delivery, reducing overall project costs by leveraging future revenues for near-term improvements.

I. Providing staff support to advisory committees and furnishing staff- or consultant-based technical assistance to member jurisdictions to ensure consistent, equitable, and effective program implementation. Technical assistance may also include grant preparation and submission.

J. Developing and implementing a searchable public database that allows the public to easily access information on how funds are used and how they align with guiding principles and any implementing guideline requirements.

4.60.120. Local Hiring Preference.

Projects funded by this Act are intended to provide direct and indirect economic benefits to the county region through investments in infrastructure and related construction-associated economic activity, including the creation of well-paying jobs for the county region's businesses and residents. In furtherance of these objectives, the Council of Governments, in coordination with its member agencies, shall develop and implement reasonable local hiring and contracting goals and related strategies to help maximize these economic benefits by July 1, 2029, and shall be updated every five years thereafter.

4.60.130. Design and Implementation Elements.

A. Funds allocated to each jurisdiction shall supplement, not supplant, other sources of revenue.

B. Projects funded in part or in whole with revenues from the Fund shall incorporate design and implementation elements that address heat, increased precipitation and flooding, wildfire management, and improvements to air quality, including through the following:

1. Where feasible, the addition, establishment, and maintenance of landscaping and tree canopy along pedestrian walkways, bicycle facilities, local and major roads, highways, and trails in the public right-of-way; provided, however, that each project shall include an analysis of the elements considered, and if trees or shade canopy elements are not included, the project shall document the reasons for such exclusion.

2. Funding shall be prioritized for projects in neighborhoods and communities with lower tree canopy coverage.

3. Where feasible, the addition of curb, gutter, and stormwater drainage improvements.

4. Vegetation management.

C. Funds may be used for the maintenance of landscaping and tree canopy along pedestrian walkways, bicycle facilities, local and major roads, highways, and trails in the public right-of-way, including, but not limited to, irrigation system operation and repair, pruning, landscape and tree canopy preservation, and litter and weed removal.

D. All streets and roads constructed or improved in whole or in part with revenue from the Fund shall include complete street features, where feasible.

E. Expenditures under this Act for street maintenance and repair are encouraged to include complete street elements that do not require additional pavement width.

F. It is the intent of the people of Fresno County that each jurisdiction that receives funding under this Act adopt and follow “dig once” construction project principles, requiring public and private roadway projects to accommodate the installation of conduit to support community needs, including but not limited to, broadband fiber optics, stormwater systems, and sidewalks.

G. Jurisdictions or agencies shall use best efforts to implement projects consistent with the intent of this Act. In the event a jurisdiction or agency determines that a proposed project or project requirement is not feasible, the jurisdiction or agency shall, following a duly noticed public hearing, formally declare and document the reasons for such infeasibility.

H. Funds made available under this Act may be used, in whole or in part, as matching funds for eligible state and federal programs in order to increase benefits to residents of the county region.

4.60.140. Council of Governments Reporting Requirements and Technical Assistance.

A. By July 1, 2029, the Council of Governments shall complete and adopt the following studies and analyses to establish a baseline assessment and track progress towards achieving metrics described in Sections 4.60.070 and 4.60.080. The Council of Governments shall be eligible to receive reimbursement for reasonable costs incurred in completing the required studies and analyses from the jurisdictions and agencies that receive funding in sections 4.60.070 and 4.60.080. The studies and analyses shall include the following:

1. A countywide Pavement Management System analysis, the results of which shall be furnished to each eligible agency. The Council of Governments shall use the Pavement Management System analysis to evaluate each agency's progress toward achieving metrics described in paragraph 1 of subsection G of Section 4.60.070.

2. A Regional Transit Agency Service Consolidation study in coordination with the existing transit agencies and jurisdictions to assess the feasibility of consolidating services to achieve a seamless passenger system for the public.

3. A needs assessment of complete streets, including determining the Pavement Condition Index of disadvantaged unincorporated communities pursuant to paragraph 6 of subsection B of Section 4.60.070.

B. The Council of Governments shall establish and regularly update protocols and procedures to assist jurisdictions and agencies in the implementation of this Act. Protocols and procedures may include the following:

1. Compliance with Act requirements at the annual, five-year, and ten-year intervals.
2. Technical assistance to eligible jurisdictions and agencies to comply with Act requirements.
3. Standard reporting templates.
4. Guidelines for implementation of the competitive funding program described in subsection C of Section 4.60.100.

4.60.150. Reporting and Review Requirements.

A. Each agency that receives funds under this Act shall complete and submit to the Council of Governments an annual independent audit to verify that program funds were expended in compliance with the requirements of this Act. Any agency found to be out of compliance shall be subject to withholding of program funds until appropriate reimbursements are made and compliance is achieved.

B. On an annual basis, each agency that receives funds under this Act shall complete and submit a performance report to the Council of Governments identifying expended funds and projects that used proceeds from this Act in whole or in part. Any agency that expends funds allocated under Section 4.60.070 on services shall also describe such uses in its annual report. The Council of Governments shall establish any additional reporting requirements necessary to carry out the purposes of this Act.

C. The Council of Governments shall conduct an independent audit of the proceeds generated by this Act, as well as the expenditures from the Fund. An independent auditor's report may be

funded by the revenues from the Fund. This shall include an accounting of revenues received and expenditures made from the Fund and shall be presented annually to the Council of Governments and Board of Supervisors and made available for public review. The audit report shall be posted on the internet website of the Council of Governments.

D. On an annual basis, the Council of Governments shall publish a report identifying projects completed or supported by Fund revenues by eligible agencies.

E. By July 1, 2029, and updated annually thereafter, the Council of Governments shall develop and implement a public database that allows the public to easily access information on how funds are used, completed projects, progress towards projects under construction, and compliance with the requirements of this Act.

F. The Council of Governments shall establish compliance check requirements, fund accumulation and noncompliance requirements, claims and dispute-resolution procedures, monitoring and reporting requirements, including the establishment of deadlines for reports required under this section, and an audit requirement for jurisdictions that receive funds under this Act.

4.60.160. Five Year Plan Updates.

A. Each jurisdiction's Active Transportation and Safe Routes to Schools Implementation and Performance Analysis required by subsection H of Section 4.60.070, and each transit agency's Public Transit Improvement Plan required by subsection H of Section 4.60.080, shall be updated every five years over the life of this Act through a robust public process.

B. The public process required by subsection A shall include, at a minimum, all of the following:

1. The jurisdiction or agency shall notify the public of its intent to initiate an update to the adopted plan or plans and publicly notice the process through which it will solicit public input.

2. The jurisdiction or agency shall hold at least three publicly noticed meetings to solicit public input. Meetings shall be held at accessible locations outside of regular business hours. Translation of materials and live interpretation shall be provided.

3. Upon completion of the public meetings, the jurisdiction or agency shall prepare, publish, and formally adopt an updated plan or analysis, which shall include a prioritized list of projects to be funded during the ensuing five-year period and an accompanying analysis documenting the manner in which public input was solicited, reviewed, and incorporated into the final recommendations, following a public review period of not less than 30 days.

4. Funded projects shall be included in a public database maintained by the Council of Governments, and progress toward completion shall be reported annually until completion, consistent with subsection J of Section 4.60.110.

C. The countywide Pavement Management System analysis prepared by the Council of Governments pursuant to paragraph 1 of subsection a of Section 4.60.140 shall be updated every five years following its initial publication.

4.60.170. Citizens Oversight Committee.

A. The Citizens Oversight Committee shall be formed within six months following the effective date of this Act.

B. The purpose of the Committee is to inform the public and to ensure that expenditures from the proceeds of the tax imposed by this Act are spent in accordance with the Act, and the Committee shall have the following responsibilities:

1. Receiving, reviewing, and recommending action on independent financial and performance audits.
2. Receiving, reviewing, and recommending action on reports, studies, and plans directly related to programs, revenues, or expenditures.
3. Reviewing and commenting on expenditures for consistency with this Act.
4. Annually reviewing sales-tax expenditures and publicizing findings.
5. Presenting recommendations and findings in a formal annual public report.
6. Conducting the comprehensive review of the Act, at a minimum, every ten years pursuant to section 4.60.170.
7. Referring any misuse of revenue to the Fresno County District Attorney, the Attorney General, and any other appropriate agency.

C. The Committee shall consist of 11 members. Each member shall satisfy all of the following:

1. Be a United States citizen who is at least 18 years of age and a resident of Fresno County.
2. Not be a holder of any elected office.
3. Not be an employee of the County, any incorporated city in the county region, the Fresno County Rural Transit Agency, Caltrans, or the Council of Governments.
4. Have no financial interest in any Council of Governments-funded project.

D. The membership of the Committee shall be comprised as follows:

1. Six members shall be at-large public members who satisfy the following geographic requirements:

- a. Three members shall reside within the Fresno-Clovis Metropolitan Area.
 - b. Three members shall reside outside the Fresno-Clovis Metropolitan Area, including one member from the east side of the county region, one from the west side of the county region, and one from an unincorporated area.
 - c. At least one member shall reside in each of the five Fresno County supervisorial districts.
2. Five members representing the diversity of the county region, providing a balance of viewpoints.

E. Committee members shall be selected by the Council of Governments Policy Board, consisting of the mayors of the incorporated cities in the county region and the Chair of the Fresno County Board of Supervisors or their designee. Whenever vacancies occur, openings shall be publicly noticed at least 60 days prior to the application deadline.

F. Members shall serve four-year terms and may serve consecutive terms. Members shall receive compensation of fifty dollars (\$50) for each meeting attended.

G. Members shall serve no more than eight years, except that a member appointed to an initial term of less than four years may serve up to 10 total years. Vacancies shall be filled using the same selection process for the remainder of the term. Terms shall be staggered to avoid replacing more than two members in any recruitment period.

H. The Committee shall annually select a Chair and Vice Chair from among its members, each serving a one-year term. The Chair shall call meetings, set agendas, and preside over meetings. The Vice Chair shall perform these duties in the Chair's absence.

I. The Committee shall meet at least quarterly and at such additional times as the Committee deems necessary. All meetings shall comply with the Ralph M. Brown Act and shall be conducted in accordance with Robert's Rules of Order. The Committee shall not employ proxy voting.

J. Members of the Committee shall annually file a Statement of Economic Interests in accordance with Chapter 7 of Title 9 of the California Government Code.

K. The Committee may establish subcommittees to carry out specific aspects of its duties. All subcommittees shall consist of an odd number of members.

L. A quorum shall consist of a majority of active Committee members. Actions shall be approved by a simple majority of the quorum present.

M. The Council of Governments shall provide technical and administrative staffing support, subject to Committee approval. Staffing costs and necessary outside services shall be paid from the monies identified in Section 4.60.110. Expert staff may be requested to present information to the Committee as needed.

N. The Committee shall review all reports published by each city and the County detailing planned budgets and financial expenditures of proceeds from the Fund.

O. The Committee shall oversee an annual fiscal and compliance audit using an independent auditor, identifying all directly funded projects and accumulated revenues and expenditures. The Committee shall oversee and publish an annual report presenting audit results to the Council of Governments Policy Board.

4.60.180. Amendments to The Act

A. It is the intent of the people of the County of Fresno that this Act be amended only through a public review process, except as expressly provided in this section and only to the extent the amendment is consistent with the purposes and intent of this Act.

B. 1. The Council of Governments Policy Board shall initiate a comprehensive review of the Act, at a minimum, every ten years and refer the public review process to the Citizens Oversight Committee.

2. The Citizens Oversight Committee shall conduct the comprehensive review and evaluation of the Act.

3. The Citizens Oversight Committee shall oversee the public process, which shall allow a minimum of 90 days to conduct at least three public workshops. At least one public workshop shall be held in the east side of the county region, at least one public workshop shall be held in the west side of the county region, and at least one public workshop shall be held in the urban metro area. Public meetings shall be accessible to the public and held at accessible locations outside of regular business hours. Translation of materials and live interpretation services shall be provided.

4. Following the public process, the Committee shall submit evaluation findings and recommendations to the Council of Governments Policy Board and the public for review and input. The Committee shall allow a minimum of 30 days for public comment.

5. a. The Council of Governments Policy Board shall consider evaluation findings and recommendations at a public hearing and shall adopt proposed amendments to the Act at the next regularly scheduled meeting. The Council of Governments Policy Board shall approve any amendments in accordance with its double-weighted voting system.

b. Each member shall be assigned a weighted voting percentage based on population. Approval of any action shall require satisfaction of both of the following conditions:

i. Jurisdictions representing over 40 percent of the population of the county region must be in favor of an action.

ii. A majority of all members must support the action.

6. The Council of Governments Policy Board shall submit any proposed amendments to the Act to the Board of Supervisors, which may adopt the amendments only if the amendments further the purposes of this Act.

C. The Citizens Oversight Committee may propose amendments to the programs established by this Act under the public review procedures provided in subsection B and shall submit any proposed amendments to the Council of Governments Policy Board and the Board of Supervisors for approval as provided by paragraphs 5 and 6 of subsection B.

D. The people of the County of Fresno declare that the elimination of any program established by this Act does not further the purposes of the Act. Any modification to the allocation of revenues between programs established by this Act shall require approval of the voters.

E. After a request from the Council of Governments Policy Board, the Board of Supervisors may amend the Act outside the comprehensive review process to address a locally declared emergency, an immediate threat to public health and safety, or the need to timely leverage large-scale, one-time state or federal funding opportunities.

F. During the term of this Act, the Board of Supervisors may authorize the transfer of public transportation funding allocated under Section 4.60.080 to a newly created regional transit district, or similar entity, in connection with a merger or consolidation of the existing public transportation agencies identified in Section 4.60.080.

4.60.190. Supplement to Existing Funding For Transportation.

The people of the County of Fresno find and declare that the transportation infrastructure needs of the county region require more resources than what are currently provided. In adopting this Act, the people of the County of Fresno choose to provide additional resources to supplement, and not supplant, local, state, federal, and other funding for transportation infrastructure county-wide.

4.60.200. Regional Transportation Mitigation Fee.

A. Consistent with existing law, the Regional Transportation Mitigation Fee Program established in 2006 as part of Measure C may be used to provide funding for projects funded by this Act, provided that such use is consistent with state law governing impact mitigation fees.

B. The Council of Governments, consistent with nexus requirements, shall have the authority to allocate Regional Transportation Mitigation Fee revenues based upon regional priority needs

within the county region, in a manner consistent with Sections 4.60.070 to 4.60.100, inclusive, and in a manner consistent with state law governing impact mitigation fees.

C. No later than June 30, 2028, all jurisdictions shall extend the Joint Powers Agreement establishing the Regional Transportation Mitigation Fee Program, consistent with Section 7 of that Joint Powers Agreement. Any city or the County that elects not to implement the Regional Transportation Mitigation Fee shall forfeit annually from its allocation under Section 4.60.070 an amount equal to the Regional Transportation Mitigation Fee that would otherwise have been paid for development projects within that jurisdiction during the applicable year. An agency that elects not to implement the Regional Transportation Mitigation Fee shall notify the Council of Governments of that decision and shall file an advisory report with the Council of Governments for each development project indicating the amount of the fee that would have been paid. The Council of Governments shall calculate the total annual Regional Transportation Mitigation Fee obligation for that agency and deduct the appropriate amount from that agency's allocation under Section 4.60.070.

4.60.210. Contract with State.

Prior to the operative date of this chapter, the County shall contract with the California Department of Tax and Fee Administration to perform all functions incident to the administration and operation of this transactions and use tax ordinance, provided that, if the County shall not have contracted with the California Department of Tax and Fee Administration prior to the operative date of this chapter, it shall nevertheless so contract and in such a case the operative date of this chapter shall be the first day of the first calendar quarter following the execution of such a contract.

4.60.220. Transactions Tax Rate.

For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated and unincorporated territory of the District at the rate of 0.5 percent of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date of this Act.

4.60.230. Place Of Sale.

For the purposes of this Act, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the State or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the California Department of Tax and Fee Administration.

4.60.240. Use Tax Rate.

An excise tax is hereby imposed on the storage, use or other consumption in the District of tangible personal property purchased from any retailer on and after the operative date of this Act for storage, use or other consumption in said territory at the rate of 0.5 percent of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

4.60.250. Adoption Of Provisions Of State Law.

Except as otherwise provided in this Act and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this Act as though fully set forth herein.

4.60.260. Limitations On Adoption Of State Law And Collection Of Use Taxes.

In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

A. Wherever the State of California is named or referred to as the taxing agency, the name of this County shall be substituted therefor. However, the substitution shall not be made when:

1. The word "State" is used as a part of the title of the State Controller, State Treasurer, State Treasury, or the Constitution of the State of California.
2. The result of that substitution would require action to be taken by or against this County or any agency, officer, or employee thereof rather than by or against the California Department of Tax and Fee Administration, in performing the functions incident to the administration or operation of this Act.
3. In those sections, including, but not limited to, sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:
 - a. Provide an exemption from this tax with respect to certain sales, storage, use, or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use, or other consumption remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code; or
 - b. Impose this tax with respect to certain sales, storage, use, or other consumption of tangible personal property which would not be subject to tax by the state under the said provision of that code.
4. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

B. The word “District” shall be substituted for the word “State” in the phrase “retailer engaged in business in this State” in Section 6203 and in the definition of that phrase in Section 6203.

1. “A retailer engaged in business in the County” shall also include any retailer that, in the preceding calendar year or the current calendar year, has total combined sales of tangible personal property in this state or for delivery in the State by the retailer and all persons related to the retailer that exceeds five hundred thousand dollars (\$500,000). For purposes of this section, a person is related to another person if both persons are related to each other pursuant to Section 267(b) of Title 26 of the United States Code and the regulations thereunder.

4.60.270. Permit Not Required.

If a seller’s permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor’s permit shall not be required by this Act.

4.60.280. Exemptions And Exclusions.

A. There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

B. There are exempted from the computation of the amount of transactions tax the gross receipts from:

1. Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the County in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.

2. Sales of property to be used outside the District that is shipped to a point outside the District, pursuant to the contract of sale, by delivery to such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the District shall be satisfied:

a. With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an out-of-District address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and

b. With respect to commercial vehicles, by registration to a place of business out-of-District and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

3. The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this Act.

4. A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this Act.

5. For the purposes of subparagraphs 3 and 4 of this section, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

C. There are exempted from the use tax imposed by this Act, the storage, use or other consumption in this County of tangible personal property:

1. The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.

2. Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

3. If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this Act.

4. If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this Act.

5. For the purposes of subparagraphs 3 and 4 of this section, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

6. Except as provided in subparagraph 7, a retailer engaged in business in the District shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the District or participates within the District in

making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the District or through any representative, agent, canvasser, solicitor, subsidiary, or person in the District under the authority of the retailer.

7. “A retailer engaged in business in the District” shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the District.

D. Any person subject to use tax under this Act may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use, or other consumption of which is subject to the use tax.

4.60.290. Amendments to California Revenue and Taxation Code.

All amendments subsequent to the effective date of this Act to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this Act, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this Act.

4.60.300. Enjoining Collection Forbidden.

No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action, or proceeding in any court against the State or the County, or against any officer of the State or the County, to prevent or enjoin the collection under this Act, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

4.60.310. Termination of Transactions and Use Tax.

This chapter shall remain operative for 30 years from the operative date of this Act and shall be repealed by operation of this section on that date, unless a later measure is adopted before that date which deletes or extends the termination date.

SEC. 5. EFFECTIVE DATE.

This Act shall take effect 10 days after the certification by the Board of Supervisors of the election results indicating passage of the measure by a majority of the voters casting votes in the election; however, the Operative Date of the tax imposed by this measure shall be July 1, 2027.

SEC. 6. SEVERABILITY.

If any section, subsection, sentence, clause, phrase or word of this Act is for any reason held to be invalid by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Act. The people of the County of Fresno hereby declare they would have passed and adopted this Act and each and all provisions hereof irrespective of the fact that any one or more of said provisions be declared invalid.

SEC. 7. LIBERAL CONSTRUCTION.

This measure is an exercise of the initiative power of the people of the County of Fresno to implement a special tax to fund the purposes set forth in the Act, and it shall be liberally construed to effectuate these purposes.

SEC. 8. AMENDMENTS.

The expenditure plan adopted pursuant to this Act may be amended in accordance with Section 4.60.180. Any other amendments to this Act shall require approval by the voters of the County of Fresno.

SEC. 9. CONFLICTING MEASURES.

This measure is intended to be comprehensive. It is the intent of the people of the County of Fresno that, in the event this measure and one or more measures relating to a special tax to fund transportation infrastructure shall appear on the same ballot, the provisions of the other measure or measures shall be deemed in conflict with this measure. In the event that this measure receives a greater number of affirmative votes, the provisions of this measure shall prevail in their entirety, and all provisions of the other measure or measures shall be null and void.

Fix Our Roads Fresno County Transportation Improvement Measure

ATTACHMENT 3

FIX OUR ROADS FRESNO COUNTY TRANSPORTATION IMPROVEMENT MEASURE

THE VOTERS OF THE COUNTY OF FRESNO DO ORDAIN AS FOLLOWS:

Section 1. TITLE. This ordinance shall be known as the Fix Our Roads Fresno County Transportation Improvement Measure". The Transportation Authority hereinafter shall be called "Authority." This ordinance shall be applicable in the incorporated and unincorporated territory of the County of Fresno, which shall be referred to herein as "District."

Section 2. OPERATIVE DATE. "Operative Date" means the first day of the first calendar quarter commencing more than 120 days after the adoption of this ordinance, the date of such adoption being as set forth below. The Operative Date shall be July 1, 2027.

Section 3. PURPOSE. This ordinance is adopted to achieve the following, among other purposes, and directs that the provisions hereof be interpreted in order to accomplish those purposes:

A. To continue the imposition of a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Section 142000 et.seq. of the Public Utilities Code, which authorizes the Authority to adopt this tax ordinance if a majority of electors voting on the measure, which measure was designated as "FIX OUR ROADS FRESNO COUNTY TRANSPORTATION IMPROVEMENT MEASURE" on November 3, 2026, Fresno County general election ballot, voted to approve the imposition of said tax.

B. To adopt a new Expenditure Plan which will result in countywide local street and road improvements, improvements in emergency response and evacuation routes, street widening, signalization, pedestrian, bicyclist, and driver safety improvements. These needed improvements shall be funded by a one-half of one percent retail transactions and use tax established for a twenty-year period. The revenues shall be deposited in a special fund, used solely for the transportation projects, improvements, and programs described in the Expenditure Plan attached as Exhibit A hereto, which is considered a part of this Ordinance and hereby incorporated by reference as if fully set forth herein.

C. To adopt the extension of a retail transactions and use tax ordinance that incorporates provisions identical to those of the Sales and Use Tax Law of the State of California, insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.

D. To adopt the extension of a retail transactions and use tax ordinance that imposes a tax and provides a measure therefor that can be administered and collected by the California Department of Tax and Fee Administration in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from, the existing statutory and administrative procedures followed by the California Department of Tax and Fee Administration in administering and collecting the California State Sales and Use Taxes.

E. To adopt the extension of a retail transactions and use tax ordinance that can be administered in a manner that will be, to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code minimize the cost of collecting the transactions and use taxes, and at the same time, minimize the burden of record keeping upon persons subject to taxation under the provisions of this ordinance.

F. To provide for highway capital improvements and to meet local transportation needs in accordance with the provisions of Division 15 (commencing with Section 142000) of the Public Utilities Code and to permit, but not require, the Authority to issue bonds payable solely from the proceeds of this tax.

G. To set a maximum term of twenty (20) years during which time this tax shall be imposed pursuant to the authority specified in Public Utilities Code Sections 142250 and 142251.

Section 4. CONTRACT WITH STATE. Prior to the operative date, the Authority shall contract with the California Department of Tax and Fee Administration to perform all functions incident to the administration and operation of this transactions and use tax ordinance; provided, that if the Authority shall not have contracted with the California Department of Tax and Fee Administration prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

Section 5. TRANSACTIONS TAX RATE OF ONE-HALF OF ONE PERCENT. For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated and unincorporated territory of the District at the rate of one-half of one percent (0.5%) of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date of this ordinance.

Section 6. PLACE OF SALE. For the purposes of this ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the State or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the California Department of Tax and Fee Administration.

Section 7. USE A TAX RATE OF ONE-HALF OF ONE PERCENT. An excise tax is hereby imposed on the storage, use, or other consumption in the District of tangible personal property purchased from any retailer on and after the operative date of this ordinance for storage, use, or other consumption in said territory at the rate of one-half of one percent (0.5%) of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state sales or use tax, regardless of the place to which delivery is made.

Section 8. ADOPTION OF PROVISIONS OF STATE LAW. Except as otherwise provided in this ordinance and except insofar as they are inconsistent with the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this ordinance as though fully set forth herein.

Section 9. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE TAXES. In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

A. Wherever the State of California is named or referenced to as the taxing agency, the name of this Authority shall be substituted therefor. However, the substitution shall not be made when:

1. The word "State" is used as a part of the title of the State Controller, State Treasurer, State Treasury, or the Constitution of the State of California.

2. The result of that substitution would require action to be taken by or against this Authority or any agency, officer, or employee thereof rather than by or against the California Department of Tax and Fee Administration, in performing the functions incident to the administration or operation of this Ordinance.

3. In those sections, including, but not necessarily limited to, sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:

a. Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use, or other consumption remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;

b. Impose this tax with respect to certain sales, storage, use, or other consumption of tangible personal property which would not be subject to tax by the state under the said provision of that code.

4. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797, or 6828 of the Revenue and Taxation Code.

B. The word "District" shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203.

1. "A retailer engaged in business in the District" shall also include any retailer that, in the preceding calendar year or the current calendar year, has total combined sales of tangible personal property in this state or for delivery in the State by the retailer and all persons related to the retailer that exceeds five hundred thousand dollars (\$500,000). For purposes of this section, a person is related to another person if both persons are related to each other pursuant to Section 267(b) of Title 26 of the United States Code and the regulations thereunder.

Section 10. PERMIT NOT REQUIRED. If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this ordinance.

Section 11. EXEMPTIONS AND EXCLUSIONS.

A. There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

B. There are exempted from the computation of the amount of transactions tax the gross receipts from:

I. Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the County in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.

2. Sales of property to be used outside the District, which is shipped to a point outside the District, pursuant to the contract of sale, by delivery to such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the District shall be satisfied:

a. With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an out-of-District address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and

b. With respect to commercial vehicles, by registration to a place of business out-of-District and declaration under penalty of perjury, signed by the buyer that the vehicle will be operated from that address.

3. The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

4. A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this ordinance.

5. For the purposes of subparagraphs (3) and (4) of this section, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

C. There are exempted from the use tax imposed by this ordinance, the storage, use, or other consumption in this District of tangible personal property:

1. The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.

2. Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

3. If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

4. If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this ordinance.

5. For the purposes of subparagraphs (3) and (4) of this section, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

6. Except as provided in subparagraph (7), a retailer engaged in business in the District shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the District or participates within the District in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the district or through any representative, agent, canvasser, solicitor, subsidiary, or person in the District under the authority of the retailer.

7. "A retailer engaged in business in the District" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter I (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the District.

D. Any person subject to use tax under this ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

Section 12. AMENDMENTS. All amendments subsequent to the effective date of this ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this ordinance.

Section 13. ENJOINING COLLECTION FORBIDDEN. No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State or the Authority, or against any officer of the State or the Authority, to prevent or enjoin the collection under this ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

Section 14. SEVERABILITY. If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the ordinance and the application of such provision to other persons or circumstances shall not be affected thereby.

Section 15. EFFECTIVE DATE. This ordinance relates to the levying and collecting of the District transactions and use taxes and shall take effect immediately.

Section 16. CONFLICTING MEASURES. This measure is intended to be comprehensive. It is the intent of the people of the County of Fresno that, in the event this measure and one or more measures relating to a special tax to fund transportation infrastructure appear on the same

ballot, the provisions of the other measure or measures shall be deemed in conflict with this measure. In the event that this measure receives the votes of a majority of electors in the November 3, 2026, election and receives a greater number of affirmative votes than any conflicting measure or measures, the provisions of this measure shall prevail in their entirety, and all provisions of the other measure or measures shall be deemed null and void.

Section 17. TERMINATION DATE. The authority to levy the tax imposed by this ordinance shall expire on June 30, 2047.

FIX OUR ROADS

F R E S N O C O U N T Y



EXPENDITURE PLAN



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SUMMARY

Fix Our Roads Measure Overview

Measure C has served as Fresno County’s enduring legacy of transportation improvement since its inception in 1986, representing 40 years of commitment to fulfilling the promises made to voters to enhance transportation infrastructure across the region. With its expiration on July 1, 2027, the “Fix Our Roads Fresno County Transportation Improvement Measure” (hereinafter, “Fix Our Roads Measure”) aims to continue this vital legacy by focusing on Fresno County voters’ highest priorities:

- ✓ Fix Existing Roads
- ✓ Reduce Congestion
- ✓ Provide good-paying jobs
- ✓ Keep transit fares affordable
- ✓ Improve vehicle, bicycle, and pedestrian safety
- ✓ Eliminate Bottlenecks
- ✓ Improve farm to market and goods movement
- ✓ Improve air quality

This Expenditure Plan will allocate approximately **\$3.90 billion** in transportation funding by extending Fresno County’s half-cent transportation sales tax for the next two decades. The potential to secure matching funds could significantly increase this funding by up to \$3.5 billion, resulting in a remarkable total investment in transportation exceeding **\$8 billion**. Importantly, the passage of this Measure **will not result in an increase in the current sales tax rate** for any cities or the County, as it will coincide with the expiration of Measure C.

The Fix Our Roads Measure Program

Figure S1 and Table S1 provide an overview of the proposed Fix Our Roads Measure Expenditure Plan funding allocations. This plan will provide significant funding for two programs:

- ✓ **PROGRAM 1 – Fix Local Roads Program (82%) \$3.20 Billion**
- ✓ **PROGRAM 2 – Transit Reimagined (18%) \$702 Million**

Figure S1

Fix Our Roads Measure Funding Allocations by Program and Subprogram

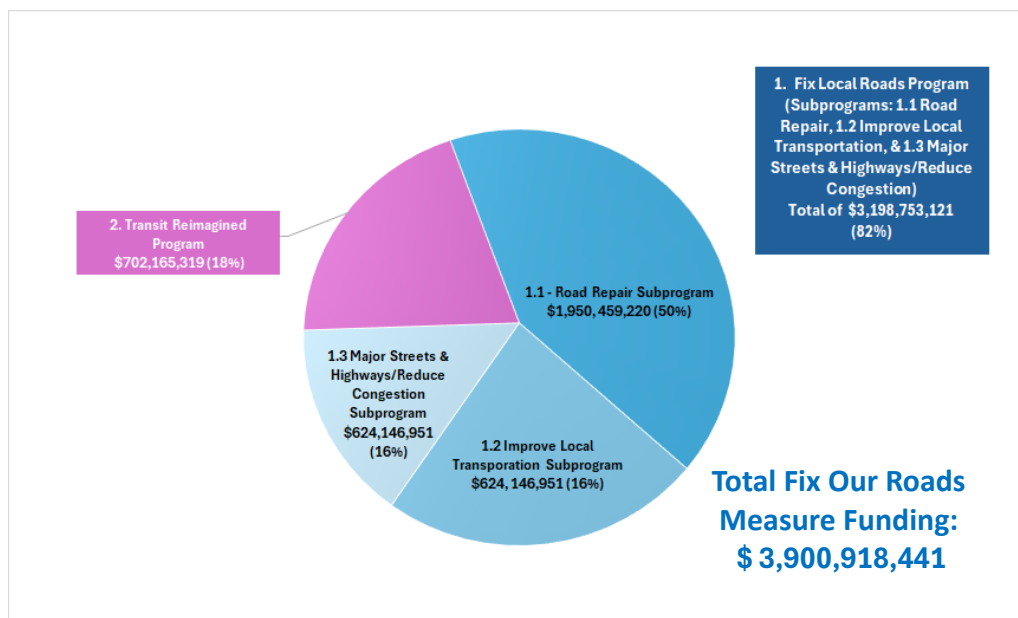


Table S1
Fix Our Roads Measure Expenditure Plan –
Allocation of Funding by Program and Subprogram ^{*1}

Program	Subprogram	Allocation	% of Total
1	Fix Local Roads	\$ 3,198,753,121	82%
	1.1 Road Repair	\$ 1,950,459,220	50%
	1.2 Improve Local Transportation	\$ 624,146,951	16%
	1.3 Major Streets and Highways/Reduce Congestion ^{*2}	\$ 624,146,951	16%
2	Transit Reimagined	\$ 702,165,319	18%
	Total - Transit Services	\$ 698,165,319	17.90%
	Fresno Area Express	\$ 488,715,724	12.53%
	Clovis Transit	\$ 69,816,532	1.79%
	FCRTA	\$ 139,633,064	3.58%
	Reimagined Transit Studies	\$ 4,000,000	0.10%
Total Measure Allocation:		\$ 3,900,918,441	100%

^{*1} Administration/Planning (1% or \$39,403,217) will be taken off the top by FCTA from Fix Our Roads Measure proceeds distributed to FCTA from the State (\$3,940,321,658). Results in a total 20-Year allocation to Fix Our Roads Measure Programs of \$3,900,918,441.

^{*2} This Subprogram is expected to be matched with at least \$1.64 Billion in other Federal, State, and local funds (reference Table 3).

MC3 - FOR - 20 Year Measure Allocations Table 1S and 1 021426 GV06

Program 1: Fix Local Roads Program \$3.20 Billion, or 82%

The Fix Local Roads Program is intended to meet each of the sixteen local agencies' transportation priority needs and to provide funding to enhance safety and address current and future congestion along major streets and highways throughout the county.

- ✓ **Subprogram 1.1 – Repair Roads** provides funding to the cities and the County for street maintenance and repair projects to address the poor condition of our streets and roads.
- ✓ **Subprogram 1.2 - Improve Local Transportation**, provides funding to the cities and the County for any transportation-related purpose, including:
 - ✓ Additional street and road repair projects.
 - ✓ Sidewalks.
 - ✓ Better access for people with disabilities.
 - ✓ Bike, pedestrian, and trails system projects.
 - ✓ Public transit services.
 - ✓ Congestion relief projects.
 - ✓ Safety improvement projects.

- ✓ **Subprogram 1.3 – Major Streets and Roads – Improve Safety/Reduce Congestion Program** provides funding for future enhancements to the highway system and major local streets and roads to ensure that our transportation infrastructure not only meets current demands but also anticipates evolving community needs and promotes safer, more efficient travel for all users. Further, this Subprogram of projects has the highest likelihood of obtaining matching funds. It is anticipated that this program could leverage up to \$3.5 billion in additional State and Federal funding. For a list of projects, reference Tables 4 through 7 in the Expenditure Plan.

Program 2: Transit Reimagined Program \$702 Million or 18%

This Program funding will maintain the current level of transit services throughout the County and support studies aimed at "Reimagining Transit" in both the Fresno-Clovis Metropolitan Area (FCMA) and the County's rural areas. This is an effort to make transit more accessible and effective while reducing inefficiencies and lowering costs. Two studies will be required: one to evaluate consolidation of transit services, and the other to evaluate new models of providing improved transit services at lower cost.

Governance

The Fresno County Transportation Authority (FCTA) Structure, as established by Measure C Enabling Legislation (PUC 142000), will remain in place under the Fix Our Roads Measure Program. This governing structure has provided nearly 40 years of *Promises Made, Promises Kept* through transparency and accountability.

In addition to its regular administrative and accountability role, administration and oversight will be provided to:

- ✓ Administer and conduct specified activities identified in the two (2) programs described above, **including increased oversight, compliance with program requirements, and performance monitoring.**
- ✓ Perform and review **audits of agencies that receive Measure** funds as well as Authority activities.
- ✓ Implement a robust Program Management Program to **monitor progress, control costs, increase accountability, and measure performance towards identified goals.**

Administration funds are limited to 1% of the overall Fix Our Roads Measure Program.

The Measure C Citizen Oversight Committee (COC) will remain in place to help ensure the transparency and accountability of the Fix Our Roads Measure Program.

The "Fix Our Roads Fresno County Transportation Improvement Measure" Ordinance is included as Appendix A.

Impact

The Fix Our Roads Measure will:

- ✓ Improve, enhance, and maintain all elements of Fresno County's transportation system.
- ✓ Provide good-paying long-term jobs for residents of the county and its cities.
- ✓ Encourage local hiring preferences in project contracts.
- ✓ Stimulate the local economy.

Acknowledgements

The Fix Our Roads Steering Committee is composed of the following members:

Tony Boren served as the Executive Director of the Fresno Council of Governments (Fresno COG) from 2008 to 2023 and assisted with the 2022 Measure C Renewal process. Prior to that, he served as Deputy Director at Fresno COG from 2004 to 2008 and assisted in developing the current 2006 Measure C program. Fresno COG is the Regional Transportation Planning Agency for Fresno County, responsible for coordinating transportation services and infrastructure development. Tony is currently retired.

Malcolm Dougherty, PE, formerly held the position of Director of Caltrans statewide from 2011 to 2018, and he also directed Caltrans District 6 for the Central Region during a prior term from 2006 to 2009. Currently, he is a Sr. Vice President in the consulting industry and has held leadership positions in California and nationally for multiple firms.

Diana Gomez, PE, has held notable leadership positions in the transportation sector, serving as the Director of Caltrans District 6 from 2020 to 2024. Prior to this role, she was the Central Valley Regional Director for the California High-Speed Rail Authority from 2012 to 2020. Currently, Diana serves as the Senior Project Director and Vice President at HNTB Corporation, where she focuses on transportation solutions, a position she has held since 2025.

Michael Leonardo, PE, is the former Executive Director for the Fresno County Transportation Authority (FCTA) (2017 - 2024), who led preparation of the 2022 Measure C Renewal effort, former consultant with the California High-Speed Rail Authority (2012 - 2017), former Caltrans District 6/Central Region Director (2001 - 2005), former Caltrans Chief Engineer (Statewide) (2004), and former Public Works Director for the City of Clovis (2006 - 2012). Mike is retired.

Henry Perea is a notable figure in local governance, having served on the Fresno County Board of Supervisors and as a member of the Fresno City Council. Additionally, he was a member of the Fresno County Board of Education and is currently a member of the California High-Speed Rail Authority, contributing to the development of the state's transportation infrastructure.

Georgianna Vivian is President of VRPA Technologies, Inc., a firm specializing in transportation planning and civil and traffic engineering (1988 to present). She assisted with the 2022 Measure C Renewal effort and preparation of the 2006 (current) Measure C Expenditure Plan as the lead consultant. Prior to VRPA, she was a Planning Project Coordinator with Fresno COG from 1978 to 1988, where she assisted with the preparation of the original 1986 Measure C program.

Alex Tavlian, Esq. is the principal of ParkWest Associates, a Fresno-based public affairs and strategy firm, and a specialist in ballot measure development. Over the course of 12 years, he has successfully helped elect local leaders across the Central Valley and secure billions of dollars in funding for local agencies through ballot measures, including the 2024 renewal of Measure T, Madera County's transportation funding initiative.

INTRODUCTION AND PURPOSE

Building on the success of the previous two Measure C programs, this Fix Our Roads Measure program will follow Measure C's guiding principle of ***"Promises Made, Promises Kept."***

Measure C has been Fresno County's transportation improvement legacy since 1986, 40 years of keeping the promises made to voters to improve transportation throughout Fresno County. Measure C will expire July 1, 2027. This initiative, although no longer designated "Measure C," intends to carry on that legacy.

This "Fix Our Roads Fresno County Transportation Improvement Measure" (hereinafter "Fix Our Roads Measure") will focus on Fresno County voters' highest priorities:

- ✓ Fix Existing Roads.
- ✓ Reduce Congestion.
- ✓ Eliminate Bottlenecks.
- ✓ Improve vehicle, bicycle, and pedestrian safety, including safe routes to schools.
- ✓ Provide good-paying jobs.
- ✓ Improve farm to market and other goods movement within the county, the state, and the nation.
- ✓ Keep transit fares affordable for students, people with disabilities, and seniors.
- ✓ Maintain transit services for those who depend upon them.
- ✓ Improve air quality and meet climate goals without sacrificing mobility.

This plan will direct the use of approximately **\$3.90 billion** in transportation funding that will be generated through a continuation of Fresno County's half-cent transportation sales tax for the next 20 years in the November 2026 election. Further, the ability to secure matching funds could increase this funding by up to \$3.5 billion, resulting in total transportation investment exceeding \$8.5 billion over the 20 years. Passage of the Measure will not increase the current sales tax rate in any of the cities or the County, as it will coincide with the expiration of Measure C.

A duration of 20 years is proposed for a number of reasons.

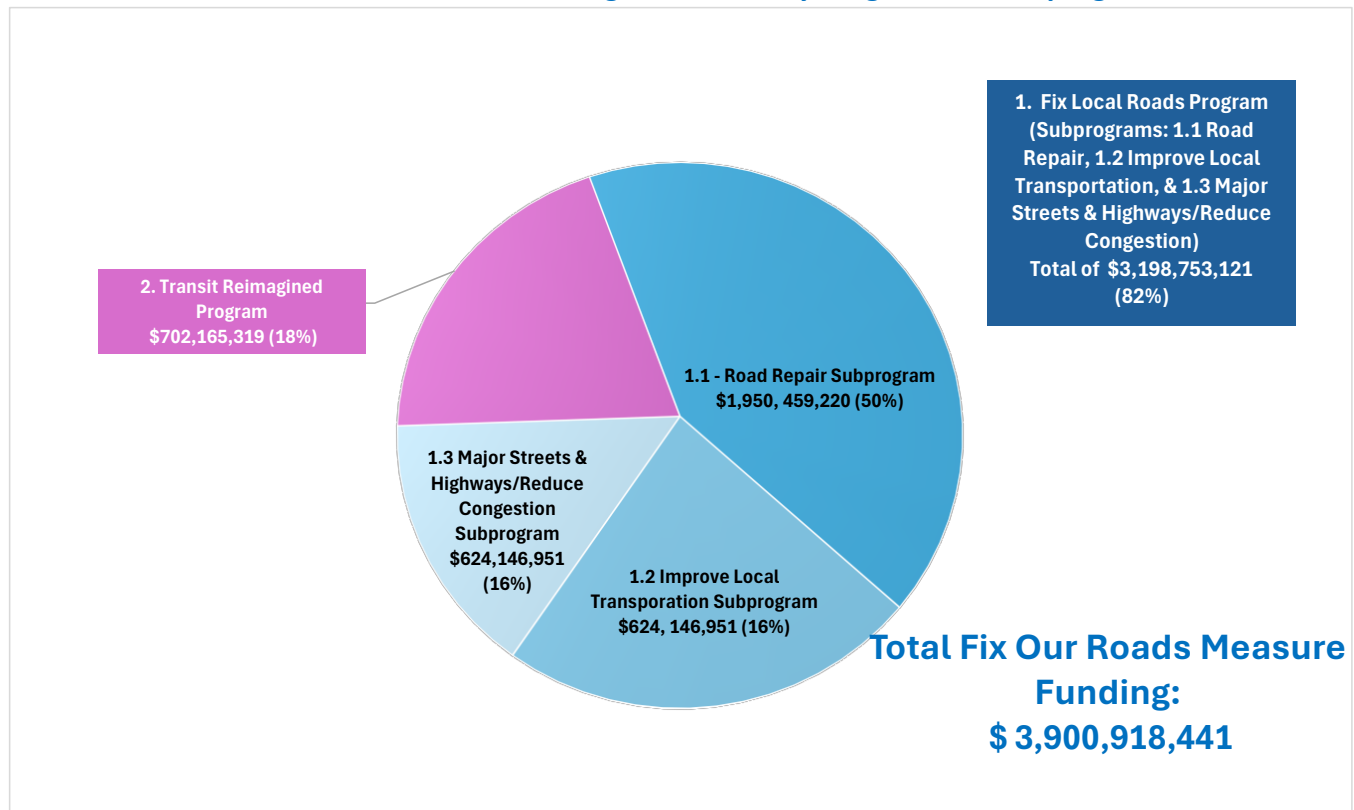
1. The prior two successful Measure C Programs have had a 20-year duration; Fresno County votes tend to support 20-year timeframes.
2. Future transportation needs can be better predicted on a 20-year basis than on a longer duration.
3. Significantly smaller burden on taxpayers; it is estimated that a 30-year measure would cost taxpayers \$7.3 billion, while a 20-year measure would only be \$3.9 billion and still generate the same annual amount available to fix roads and improve transportation.
4. Opportunities exist for a subsequent renewal in 20 years if necessary.
5. A 20-year duration allows for more timely evaluation of progress towards stated goals, which provides an opportunity to adjust any future Measures.

OVERVIEW

The Fix Our Roads Measure Program

Figure 1 provides an overview of the proposed Fix Our Roads Measure Expenditure Plan funding allocations. As shown in Figure 1, this plan will provide significant funding for two programs: **Fix Local Roads and Transit Reimagined**. The programs are described below.

Figure 1
Fix Our Roads Measure Funding Allocations by Program and Subprogram



✓ **PROGRAM 1 – Fix Local Roads Program (82%) \$3.20 Billion**

82% of Fix Our Roads Measure funds will be dedicated to repairing streets and roads throughout the County. The funds will also improve local transportation in all fifteen local cities and the rural unincorporated areas of Fresno County. The funds will be available to these same jurisdictions to improve street and road safety and operations, sustain transit, and provide bicycle and pedestrian mobility improvements, especially those that address Safe Routes to Schools and Americans with Disabilities Act (ADA) needs. In addition, funds under this Program will support the implementation of projects in the Urban (Clovis and Fresno Spheres of Influence) and Rural (remaining County and rural incorporated cities) areas. Such projects will be located along major local corridors and highways to reduce congestion, eliminate bottlenecks, improve safety, and enhance connections within the urban area and between the cities and rural communities throughout the County.

✓ **PROGRAM 2 – Transit Reimagined (18%) \$702 Million**

Funding from the Fix Our Roads Measure would be allocated to local transit agencies, including the Fresno Area Express (FAX), Clovis Transit, and the Fresno County Rural Transit Agency (FCRTA). This funding will maintain the current level of transit services throughout the County and support studies and changes aimed at "Reimagining Transit" in both the Fresno-Clovis Metropolitan Area (FCMA) and the County's rural areas. These studies are expected to be completed within approximately two years after the Fix Our Roads Measure takes effect, or by December 31, 2029. Once the studies are finished, the results will be evaluated, and the Transit Program will be reassessed to determine how to allocate the remaining funding

for transit services within the County. This Program also requires the preparation and implementation of a Transit Agency Consolidation Study. Experts have indicated that Transit Consolidation would likely result in overall savings of 7-10% across all transit funding types, not just the Fix Our Roads Measure portion of transit funding.

EXPECTED FIX OUR ROADS MEASURE PROCEEDS

The Fix Our Roads Measure will authorize the Fresno County Transportation Authority (Authority or FCTA) to collect a ½-cent retail transaction and use tax for 20 years (between July 1, 2027, and June 30, 2047). This is not a new or added tax, but simply a continuation of the current tax for transportation purposes. Projections indicate this continuation will provide approximately \$3.90 billion in new revenue for transportation improvements through 2047 (see Table 1). Where possible, this \$3.90 billion will be utilized to obtain matching funds from State, Federal, or other sources, thereby providing a significant compounding effect.

COUNTY-WIDE PRIORITIES

The Fix Our Roads Measure recognizes that providing funds for all modes of transportation will help improve the quality-of-life needs of all Fresno County residents, thus enabling each of the sixteen local agencies to address the specific transportation needs of their residents, businesses, and major industries over the 20-year life of the Fix Our Roads Measure.

This Expenditure Plan will allow the fifteen cities and Fresno County to maintain and improve neighborhood and community streets and roads; improve major local roads and highways; maintain public transit funding; and support other transportation programs that improve travel and air quality while meeting climate goals without sacrificing mobility.

The Fix Our Roads Measure Expenditure Plan program allocations are detailed in Table 1. Implementing Procedures for each of the Fix Our Roads Measure programs are attached as Appendix B. Details regarding each of the two Programs are also provided below. Finally, the requirements for administering the Fix Our Roads Measure are provided in the Enabling Legislation (PUC Code 142000).

PROGRAM DETAIL

Program 1: Fix Local Roads Program \$3.20 billion, or 82%

The Fix Local Roads Program is intended to meet each of the sixteen local agencies' transportation priority needs (Subprograms 1.1 - Repair Roads, and Subprogram 1.2 - Local Transportation Improvements). This Program also allocates Measure funding to enhance safety and address current and future congestion along major streets and highways throughout the county (Subprogram 1.3 – Major Streets and Highways - Improve Safety/Reduce Congestion).

Table 1

Fix Our Roads Measure Expenditure Plan Update - Allocation of Funding by Program and Subprogram^{*1}

Program		Subprogram	Allocation	% of Total
1	Fix Local Roads		\$ 3,198,753,121	82%
		1.1 Road Repair	\$ 1,950,459,220	50%
		1.2 Improve Local Transportation	\$ 624,146,951	16%
		1.3 Major Streets and Highways/Reduce Congestion ^{*2}	\$ 624,146,951	16%
2	Transit Reimagined		\$ 702,165,319	18%
		Total - Transit Services	\$ 698,165,319	17.90%
		Fresno Area Express	\$ 488,715,724	12.53%
		Clovis Transit	\$ 69,816,532	1.79%
		FCRTA	\$ 139,633,064	3.58%
		Reimagined Transit Studies	\$ 4,000,000	0.10%
Total Measure Allocation:			\$ 3,900,918,441	100%

^{*1} Administration/Planning (1% or \$39,403,217) will be taken off the top by FCTA from Fix Our Roads Measure proceeds distributed to FCTA from the State (\$3,940,321,658). Results in a total 20-Year allocation to Fix Our Roads Measure Programs of \$3,900,918,441.

^{*2} This Subprogram is expected to be matched with at least \$1.64 Billion in other Federal, State, and local funds (reference Table 3).

MC3 - FOR - 20 Year Measure Allocations Table 1S and 1 021426 GV06

2026 Fix Our Roads Measure Expenditure Plan

Table 2 provides the amount of Fix Our Roads Measure funding each local agency is expected to receive over the 20 years from Subprogram 1.1 (Repair Roads) and Subprogram 1.2 (Improve Local Transportation). The formula starts with a minimum annual allocation of \$425,000 to each agency. The remaining allocation is based on each local agency's current population and road miles. Also included in Table 2 is an estimate of the total Measure C funding each local agency will receive under the current (2006) Measure C Local Transportation Program.

Table 2
Fix Our Roads Measure Expenditure Plan Local Agency Formula Allocation

Fix Our Roads Measure - Fix Local Roads Program				
Agency	Subprogram 1.1 - Repair Roads	Subprogram 1.2 - Improve Local Transportation	Total	Current Measure C 20-Year Local Allocation (2006-2027)
County of Fresno	\$ 457,440,980	\$ 146,381,114	\$ 603,822,093	\$ 151,894,405
Clovis	\$ 212,884,180	\$ 68,122,938	\$ 281,007,117	\$ 57,251,356
Coalinga	\$ 34,298,965	\$ 10,975,669	\$ 45,274,634	\$ 7,976,490
Firebaugh	\$ 20,284,088	\$ 6,490,908	\$ 26,774,996	\$ 3,732,472
Fowler	\$ 19,247,378	\$ 6,159,161	\$ 25,406,539	\$ 3,390,664
Fresno	\$ 893,112,179	\$ 285,795,897	\$ 1,178,908,076	\$ 254,834,710
Huron	\$ 17,065,611	\$ 5,460,996	\$ 22,526,607	\$ 3,259,376
Kerman	\$ 34,067,957	\$ 10,901,746	\$ 44,969,704	\$ 7,523,888
Kingsburg	\$ 28,177,034	\$ 9,016,651	\$ 37,193,685	\$ 6,767,616
Mendota	\$ 25,964,829	\$ 8,308,745	\$ 34,273,575	\$ 5,512,478
Orange Cove	\$ 21,802,100	\$ 6,976,672	\$ 28,778,771	\$ 4,586,918
Parlier	\$ 29,085,388	\$ 9,307,324	\$ 38,392,712	\$ 7,009,123
Reedley	\$ 48,669,403	\$ 15,574,209	\$ 64,243,611	\$ 12,379,493
San Joaquin	\$ 12,338,143	\$ 3,948,206	\$ 16,286,349	\$ 1,956,499
Sanger	\$ 49,895,124	\$ 15,966,440	\$ 65,861,564	\$ 13,075,589
Selma	\$ 46,125,862	\$ 14,760,276	\$ 60,886,138	\$ 11,618,065
Total:	\$ 1,950,459,221	\$ 624,146,951	\$ 2,574,606,171	\$ 552,769,142

MC3 - 2026 20 Year Local Allocation Scenario by Agency 020926 GV15

Some figures may not add to the total due to rounding.

The following Subprograms would be implemented under this Program:

- ✓ **Subprogram 1.1 - Repair Roads** provides \$1.95 billion (or 50% of overall Fix Our Roads Measure funds) to the sixteen agencies. The purpose of this Subprogram is to bring the road systems within all fifteen of the incorporated cities and the rural unincorporated areas of Fresno County, including arterials, collectors, and neighborhood streets, to an average Pavement Condition Index (PCI) of 75, which is within the "Good" category as measured by engineers through a Pavement Management System (PMS). A PMS is defined as a set of procedures for collecting, analyzing, maintaining, and reporting pavement data, used to assist decision makers in finding optimal strategies for maintaining pavements in serviceable condition over a given period of time at the least cost.

Improvements that the fifteen cities and Fresno County will make to address the goal include:

- Fixing potholes with long-lasting repairs.
- Repaving streets.
- Keeping good roads in good condition through the strategic application of preventative maintenance strategies.
- Ensuring that all neighborhoods, including those in disadvantaged areas, see improvements to their local roads.
- Measuring and monitoring progress towards the 75 PCI goal.
- Ensure appropriate resources are utilized in areas of very low income.
- Providing “Complete Streets” improvements where feasible and affordable.
- Identifying and implementing matching fund opportunities.

Every agency that receives Fix Local Roads Program funding must allocate an appropriate percentage of its Repair Roads Subprogram to road repairs within disadvantaged areas of its jurisdiction.

Utilization of the PMS is a reimbursable expense under this program.

- ✓ **Subprogram 1.2 - Improve Local Transportation** provides \$624 million (or 16% of Fix Our Roads Measure funds) and includes three categories of improvements. This funding would provide local agencies with revenue to address their most pressing transportation needs that are unfunded or underfunded. Subprogram 1.2 funds are not split by category; instead, each local agency will determine, on an annual basis, how much of the Subprogram 1.2 funds will be allocated to each category, allowing each agency to address its highest priorities in any given year.

These funds can also be used to supplement Subprogram 1.1 Repair Roads if those funds are insufficient.

The categories are described below with additional detailed requirements outlined in the Implementation Procedures (reference Appendix B).

- **Category 1.2.1 -- Improve Local Streets & Roads** -- Improve local roads through projects or programs that increase safety, improve operations, and enhance mobility.
- **Category 1.2.2 -- Public Transit** -- Public Transit is fully funded through the Transit Reimagined Program. However, an agency may use subprogram 1.2 funding to cover temporary funding shortfalls or to assist in implementing transit service alternatives identified through the Transit Reimagined study.
- **Category 1.2.3 -- Bike & Pedestrian** -- The current Measure C required that each local agency develop and maintain an Active Transportation Plan (ATP) for their jurisdiction. The Fix Our Roads Measure will require regular updates of these ATPs. Funds from this Category can be used to improve bike & pedestrian mobility and safety, with a special emphasis on Safe Routes to Schools and Americans with Disabilities Act (ADA) improvements.

These funds would be used for a variety of purposes, including:

- Additional Street and Road repairs.
- Repair or installation of additional sidewalks to create safe routes to school and increase accessibility for people with disabilities.
- Supplement Active Transportation (bike, pedestrian, and trails systems) projects.
- Maintain and improve public transit services and efficiencies.

- Provide new mobility options.
- Eliminate bottlenecks and relieve congestion on local streets.
- Provide vehicle and pedestrian safety improvement projects.
- Address environmental sustainability and other essential transportation improvements.
- Implement new technologies.

The local agencies in Fresno County understand their needs and how to address them effectively. This plan empowers them to make these critical choices for their residents and businesses. It also allows residents and businesses to hold elected officials accountable for the transportation funding decisions they make.

Local Agencies must identify their Category funding split as a part of their annual budget cycle. This information will be presented to the Authority as part of agency reporting requirements.

- ✓ **Subprogram 1.3 - Major Streets and Highways - Improve Safety/Reduce Congestion** is expected to receive 16% of the Fix Our Roads Measure proceeds, or \$624 million, over the 20 years. In addition, this Subprogram of projects has the highest likelihood of obtaining matching funds. It is anticipated that this program could leverage up to \$3.5 billion in additional funding.

The foundation of the urban and suburban freeway and expressway network has largely been established, complemented by significant enhancements to rural highways through the initiatives of the 1986 and 2006 Measure programs. Further, significant improvements have been made to many major local urban and rural roads. As Fresno County looks ahead, future enhancements to the highway system and major local streets and roads must be a top priority. This focus will ensure that our transportation infrastructure not only meets current demands but also anticipates evolving community needs and promotes safer, more efficient travel for all users. Focus will be on:

- Improving safety.
- Reducing and avoiding congestion.
- Eliminating bottlenecks.
- Increasing sustainability.
- Focusing on multimodal operational improvements such as auxiliary lanes, freeway interchange improvements, metering projects, demand management, and Smart Corridor concepts that maximize the capacity of existing facilities.
- Facilitating farm-to-market and other goods movement.
- Implementing new technologies.

These projects facilitate the movement of goods, services, and people throughout the county, while also accommodating the movement of goods from Fresno County agriculture and industries to the rest of the State and the nation.

Subprogram Highlights

Approximately \$624 million or 16% for regionally significant major street and highway improvements which have been divided between the Urban and Rural areas of the county with approximately \$437 million or 70% to the Fresno Clovis Metropolitan Area (FCMA), and approximately \$187 million or 30%, to the remainder of the county (other cities and the county unincorporated area). This funding split generally reflects the relative populations and needs of the urban and rural areas.

- This Subprogram relies heavily on leveraged funding from various sources, including the State Transportation Improvement Program (STIP), the State Highway Operations and Protection Program (SHOPP), the State Local Partnership Program (SLPP), Federal grants, and the Regional Transportation Mitigation Fee Program (RTMF), as well as other State and Federal funding programs. Historically, these funds have been matched at an eight-to-one ratio; thus, every Measure C dollar has been matched by eight non-Measure C funds. The RTMF will require new growth and development within the county and each city to continue contributing to regional street and highway project costs. The purpose of the RTMF Program is to ensure that growth and development pays its fair share of impacts to the county's transportation facilities. The RTMF is discussed in more detail later in this Plan.

Fix Our Roads Measure Major Streets and Highways - Improve Safety/Reduce Congestion Subprogram Project Lists

This section identifies priority major streets and highway improvement projects to be implemented over the life of the Measure. These projects will be funded with Fix Our Roads Measure and other transportation funding. Major Streets and Highways - Improve Safety/Reduce Congestion Subprogram projects are generally defined as those of regional significance. These projects tend to be on the highway system, as those facilities are regional by nature; however, this Subprogram also includes projects on major local arterials or regional corridors that will enhance connections within the urban area and between the cities and rural communities throughout the County.

Estimated funding projections from the Measure and other transportation funding programs are provided in Table 3.

This Expenditure Plan contains Tier 1 Urban and Rural Project lists for the Major Streets and Highways - Improve Safety/Reduce Congestion Subprogram (reference Tables 4 and 5). The Tier 1 projects are priority projects that would be programmed for the Fix Our Roads Measure and other funding over the life of the Measure. Tier 2 projects are unfunded, but may be eligible for funding if additional Measure funding or other unidentified funding becomes available after Tier 1 projects are delivered.

The region should have projects that are "shovel-ready" to take advantage of these funding opportunities. Should the Fix Our Roads Measure or other transportation funding resources become available in excess of those necessary to complete the Tier 1 projects, Tier 2 projects may be amended into Tier 1. Therefore, the FCTA Board may authorize Project Study Reports (PSRs) and preliminary engineering and environmental evaluations for select Tier 2 projects, should the biannual Major Corridor Transportation Plan (MCTP) update (described later in this Plan) indicate that additional funding beyond Tier 1 needs may be available.

Table 3

Fix Our Roads Measure

Major Streets and Highways - Improve Safety/Reduce Congestion Subprogram Estimated Revenues^{*1}

Funding Source	20 Year Total 20 Year Period, 2027/28–2046/47
LOCAL FUNDS	
FOR Major Streets and Highways - Improve Safety/Reduce Congestion Subprogram	\$ 624,146,951
Local - Regional Transportation Mitigation Fee (RTMF)	\$ 267,301,048
FEDERAL PROGRAM FUNDS	
Federal - Federal Aid	\$ 126,449,270
Federal - Infrastructure for Rebuilding America (INFRA)	\$ 22,451,351
Federal - Surface Transportation Block Grant (STBG)	\$ 464,923,977
STATE PROGRAM FUNDS	
State - Local Partnership Program (LPP) Competitive	\$ 23,259,599
State - Solutions for Congested Corridors (SCCP)	\$ 5,670,493
State - State Local Partnership (LPP)	\$ 60,468,971
State - Trade Corridor Enhancement Program (TCEP/SB-1 Competitive)	\$ 15,575,190
State - Regional Transportation Improvement Program (RTIP)	\$ 499,018,688
STATE AND FEDERAL PROGRAM FUNDS	
State - Inter-regional Transportation Improvement Program (ITIP)	\$ 36,875,512
State - State Operations & Maintenance (SHOPP)	\$ 118,720,000
Total:	\$2,264,861,051

MC3 - 2026 20 Year Funding Table 021326 GV08

Source/Notes:

^{*1} Estimated revenues were determined using data from Fresno COG, along with reasonable estimations of future revenues based upon past experience with these types of revenue. Actual revenues may be more or less than those estimated.

They may also authorize the development of PSRs in the last 5 years of the Measure in order to prepare for a potential subsequent Measure renewal. These changes between the Tier 1 and Tier 2 lists can be accomplished through the biannual MCTP update process and will require a formal amendment.

Tier 1 and Tier 2 projects are shown in Figures 4 and 5. Tier 2 Project Lists are reflected in Tables 6 and 7.

To accomplish Tier 1 projects in a timely fashion, at least 75% of the RTIP revenues due to Fresno County over the 20-year life of the Measure shall be committed to Tier 1 projects.

Project List Assumptions and Potential Issues

- To develop these project lists, it was assumed that approximately \$1.64 billion in matching funds would be available during the life of the Measure. This is a conservative estimate based upon the 40-year history of Measure C.
- Most projects identified do not have approved estimates. The first order of work should be to solidify estimates for the highest priority projects, as discussed in the Implementing Procedures.
- These lists do not provide full Fix Our Roads Measure funding for all identified projects. It is assumed that other funding sources, including but not limited to an agency's Improve Local Roads Subprogram funds, will be identified to provide the additional required funding.
- The urban and rural tier 1 lists are within the range of funding availability.

The Authority will conduct biennial Major Streets and Highways - Improve Safety/Reduce Congestion Subprogram reviews and updates to ascertain project delivery status and the validity of funding availability. Adjustments to delivery schedules and funding contributions may be necessary as part of these updates. These updates will be codified in a Major Corridor Transportation Plan (MCTP) and will be approved by Fresno COG and FCTA.

No later than June 30, 2027, the Authority will identify projects from the lists for the first five (5) years of the Fix Our Roads Measure Program. These projects will be selected based on relative priority, deliverability, and cash flow. No later than June 30, 2034, the Authority will identify projects from the urban and rural Tier 1 lists for years 7–20 of the Measure programs, again based on relative priorities, deliverability, and cash flow.

Many of the Tier 1 projects are needed as soon as possible. To accomplish this, some level of borrowing may be required. The Authority will determine the extent of lending that is reasonable as the Subprogram is implemented.

Table 4

Major Streets and Highways - Improve Safety/Reduce Congestion Subprogram 1.3:
Fix Our Roads Measure - Urban Tier 1 Project List

Project #	Title	Description	Agency	Measure _ MSH - IS/RC Subprogram 1.3 Funding Toward Total Project Cost*1
1	SR 41 / SR 168 / SR 180	Urban Freeway Improvements - Reduce Congestion and Improve Traffic Flow Study within the FCMA - Study	Caltrans (Fresno/Clovis Areas)	\$ 2,000,000
2	SR 41	Urban Freeway Improvements - Reduce Congestion and Improve Traffic Flow within the FCMA - Phase 1 Improvements	Caltrans (Fresno/Clovis Areas)	\$ 200,000,000
3	SR 41, SR 99, SR 168, SR 180	Smart Corridor Projects Along SR 41, SR 99, SR 168, and SR 180 Within the FCMA) - Operational Improvements - Phase 1	Caltrans (Fresno/Clovis Areas)	\$ 90,000,000
4	SR 41 - Friant Rd to Herndon Ave	Widen SB On-Ramp and Add 1 SB Auxiliary Lane	Caltrans (Fresno Area)	\$ 10,000,000
5	SR 41 - Herndon Ave to Bullard Ave	Add Auxiliary Lane to SB SR-41 Between Herndon Ave and Bullard Ave	Caltrans (Fresno Area)	\$ 10,000,000
6	SR 41 - McKinley Ave to Shields Ave	Add Auxiliary Lane to NB SR-41 from McKinley Ave to Shields Ave	Caltrans (Fresno Area)	\$ 10,000,000
7	SB SR 41 to EB SR 180 Connector	SB SR 41 to EB SR 180 Connector	Caltrans (Fresno Area)	\$ 10,000,000
8	SR 41	Urban Freeway Improvements - Reduce Congestion and Improve Traffic Flow within the FCMA - Phase 2	Caltrans (Fresno/Clovis Areas)	\$ 140,000,000
9	SR 99 / Shaw Ave Interchange	Reconstruct Interchange	Caltrans (Fresno Area)	\$ 250,000,000
10	SR 99 / Central Ave & Chestnut Ave Interchange	Central Ave / Chestnut Ave / SR 99 - Improve Interchange	Caltrans (Fresno Area)	\$ 50,000,000
11	SR 180	Urban Freeway Improvements - Reduce Congestion and Improve Traffic Flow within the FCMA	Caltrans (Fresno/Clovis Areas)	\$ 165,000,000
12	SR 180 WB to SR 99 NB	Operational Improvements	Fresno	\$ 25,000,000
13	SR 41, SR 99, SR 168, SR 180 Smart Corridor Projects	Smart Corridor Projects Along SR 41, SR 99, SR 168, and SR 180 within the FCMA) Operational Improvements - Phase 2	Caltrans (Fresno/Clovis Areas)	\$ 166,000,000
14	Herndon Avenue at SR 41	Corridor Operational Improvements Along Herndon Between Palm Ave and First Street	Fresno	\$ 100,000,000
15	Jensen Ave - Clovis Ave to Temperance Ave	4 Lane Divided 6 Lane Divided with Class 1 Bike Path / Trail	Fresno	\$ 19,000,000
16	Jensen Ave - Fruit Ave to Martin Luther King Blvd	2 Lane Undivided to 4 Lane Divided with Bike Lanes, Sidewalks, Curb, Gutter, and Trail	Fresno	\$ 7,000,000
17	Jensen Ave - Marks Ave to Fruit Ave	2 Lane Undivided to 4 Lane Divided with Bike Lanes, Sidewalks, Curb, Gutter, and Trail	Fresno	\$ 11,000,000
18	Jensen Ave - Orange Ave to Clovis Ave	4 Lane Divided 6 Lane Divided with Bike Lanes, Sidewalks, Curb, Gutter, and Trail	Fresno	\$ 22,000,000
19	SR 41 / Shields Avenue	Shields Ave Interchange Improvement: Expand the NB Off Ramp to 2 Lanes for the Full Length	Caltrans (Fresno Area)	\$ 12,000,000
20	SR 41 / Van Ness Ave Interchange	Modify Interchange	Caltrans (Fresno Area)	\$ 18,000,000
21	SR 99 / Ashlan Ave Interchange	Reconstruct Interchange - Includes Golden State Blvd	Caltrans (Fresno Area)	\$ 15,000,000
22	SR 168 Owens Mountain Parkway Interchange	Replace At-Grade Intersection with Interchange	Caltrans (Clovis Area)	\$ 45,000,000
23	SR 99 / Stanislaus St Interchange	Reconstruct Overcrossing	Caltrans (Fresno Area)	\$ 5,000,000
24	SR 99 / Tuolumne St Interchange	SR 99/Tuolumne Interchange	Caltrans (Fresno Area)	\$ 5,000,000
25	SR 168 Interchanges	Interchange Improvements at Various Locations: Fowler Ave, Bullard Ave, Herndon Ave, Shaw Ave, & Temperance Ave - Phase 1	Caltrans (Clovis Area)	\$ 10,000,000
26	Blackstone Corridor Improvements	Corridor Improvements Along Blackstone Ave between Bullard Ave and SR 180	Fresno	\$ 90,000,000
27	East/West Corridors West of SR 99 (Shaw, Clinton & McKinley Avenues) between SR 99 and Grantland Ave	Corridor Improvements to Widen from 2 Lane Undivided, 3 Lane Divided, and 4 Lane Divided to 3 Lane Undivided, 4 Lane Divided, 5 Lane Undivided, and 6 Lane Divided with Bike Lanes, Gutter, Curb, Sidewalks, Traffic Signals and Synchronization	Fresno	\$ 35,000,000
28	Herndon Ave - DeWolf Ave to McCall Ave	2 Lane Undivided to 4 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Clovis	\$ 30,000,000
29	Shepherd Ave - Clovis Ave to Fowler Ave	2 Lane Undivided to 3 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Clovis	\$ 10,000,000
30	Shepherd Ave - Clovis Ave to Fowler Ave	3 Lane Divided to 4 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Clovis	\$ 10,000,000
31	Shepherd Ave - Fowler Ave to Armstrong Ave	3 Lane Divided to 4 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd and Armstrong	Clovis	\$ 10,000,000
MC3 - 2026 20 Year MSHSRC Projects 020526 GV07				\$ 1,582,000,000

Table 5

**Major Streets and Highways - Improve Safety/Reduce Congestion Subprogram 1.3:
Fix Our Roads Measure - Rural Tier 1 Project List**

Project #	Title	Description	Agency	Measure _ MSH - IS/RC Subprogram 1.3 Funding Toward Total Project Cost*1
1	SR 43 - SR 99 to Kings County Line	Passing Lanes	Caltrans (Selma Area)	\$ 20,000,000
2	SR 145 (Madera Ave) - 0.12 Mile N/O Whitesbridge Ave to 0.25 Mile N/O Nielsen Ave	Widen 2 Lane Undivided to 4 Lane Divided, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Caltrans (Kerman Area)	\$ 8,000,000
3	SR 198 - NAS Lemoore and I-5	Add Passing Lanes between NAS Lemoore and I-5 - Operational	Caltrans (Coalinga Area)	\$ 14,000,000
4	Academy Ave	Along Academy Ave from SR 99 to SR 168, Reconstruct and Rehabilitate Pavement, Install Traffic Signals or Roundabouts (Safety Improvements), Add Vehicle Turn Lanes, Install High Visibility Crosswalks and Rectangular-Rapid Flashing Beacons, Install Sidewalk, Install Lighting, Add Buffered Bike Lanes and Provision for Connectivity to Potential Future ATP Projects - SR 168 to Tulare County Line	County of Fresno, Sanger, Partier & Kingsburg	\$ 20,000,000
5	Academy Ave - City Limits to Dinuba Ave	Bridge/Roadway Widening	Partier	\$ 4,000,000
6	Manning Ave East of SR 99	Shoulder Improvement/Bike Lane	Fresno County (Partier Area)	\$ 11,000,000
7	Millerton Rd	North Fork Road to Marina Drive - 2 Lanes to 4 Lanes, Shoulder Widening	Fresno County	\$ 75,000,000
8	Reed Ave South Ave to SR 180 - Phase 1	Reconstruction of Roadway, Increase from 2 Lanes to 4 Lanes, Curb Ramp Upgrades, Overlay, Slurry Seal, Replace Water Lines, Bike Lanes, Curb and Gutter and Sidewalks - Phase 1	Fresno County, Reedley	\$ 5,000,000
9	Reed Ave - South Ave to SR 180 - Phase 2	Widen Reed Ave from 2 Lanes to 4 Lanes from South Ave to SR 180 - Phase 2	Fresno County, Reedley	\$ 38,000,000
10	Excelsior Expressway II	Convert SR 41 from 2 lane expressway to 4 lane expressway from Excelsior to Elkhorn Ave.	Caltrans, Fresno County	\$ 5,000,000
11	E Herndon - N DeWolf to Academy Ave	2 Lanes to 4 Lanes, Shoulder Widening	Fresno County	\$ 50,000,000
12	SR 63, Hills Valley Road	Widen to 4-Lane Arterial and Rehabilitate Roadway Between Park and Clayton	Caltrans (In the Orange Cove Area)	\$ 4,000,000
13	Shaw Ave and Academy Ave	Install Traffic Signal; Widen for NB & SB Right-Turn Lanes; WB Right-Turn and Left-Turn Lane; EB Right-Turn Lane	Fresno County	\$ 2,000,000
14	SR 41 - Central Ave to American Ave	Upgrade Existing Intersections to Interchanges - Phase 1	Caltrans, Fresno County	\$ 40,000,000
15	Academy Parkway - Mountain View Ave to Simpson St	New 4 Lane Expressway	Kingsburg	\$ 18,000,000
16	Manning Ave - Alta Ave to Hill Ave	2 Lane Undivided to 4 Lane Divided	Fresno County/City of Reedley/ Orange Cove	\$ 22,000,000
17	Manning Ave - Buttonwillow Ave to Alta Ave	2 Lane Undivided to 4 Lane Divided	Fresno County/City Reedley	\$ 17,000,000
18	Manning Ave - Buttonwillow Ave to Englehart Ave	Reconstruct and Widen Manning Ave from 2 to 4 Lanes between Buttonwillow Ave and Englehart Ave	Reedley	\$ 6,000,000
19	Manning - Buttonwillow to Reedley CL	2 Lanes to 4 Lanes, Shoulder Widening	Fresno County	\$ 20,000,000
20	Dickenson/S. McMullin Grade - SR 180 to SR 145	2 Lanes to 4 Lanes, Shoulder Widening	Fresno County & San Joaquin Areas	\$ 35,000,000
21	Improve Westside Connections to I-5	Improvements on Belmont, Fairfax, and Shields Avenues	Caltrans, Fresno County	\$ 60,000,000
22	SR 99 Central/Chestnut Interchange	Interchange Improvements	Caltrans, Fresno County	\$ 30,000,000
23	Jayne Ave - Glenn Ave to I-5	2 Lane Undivided to 4 Lane Divided	Fresno County (Coalinga Area)	\$ 5,000,000
24	S Clovis Ave. - SR 99 to E Mountain View	2 Lanes to 4 Lanes, Shoulder Widening	Fresno County	\$ 35,000,000
25	SR 99 and Dinuba Interchange	Construction of New Interchange	Selma	\$ 80,000,000
26	SR 99 - Mountain View Ave and SR 99	Reconstruct Interchange - Potential partnership with TCAG	Caltrans (Kingsburg Area)	\$ 20,000,000
27	SR 168 / Academy Ave Roundabout	Intersection Improvements	Caltrans (Sanger Area)	\$ 5,000,000
28	SR 269 / SR 145	Intersection Improvements - Operational (Roundabout)	Caltrans (Huron Area)	\$ 5,000,000
29	SR 269 / SR 198	Intersection Improvements - Operational (Roundabout)	Caltrans (Huron Area)	\$ 5,000,000
30	Shaw Ave - McCall Ave to Academy Ave	2 Lanes to 4 Lanes, Shoulder Widening	Fresno County	\$ 20,000,000
TOTAL:				\$ 679,000,000

Figure 2
Fix Our Roads Measure - Tier 1 and 2 Urban Projects Map

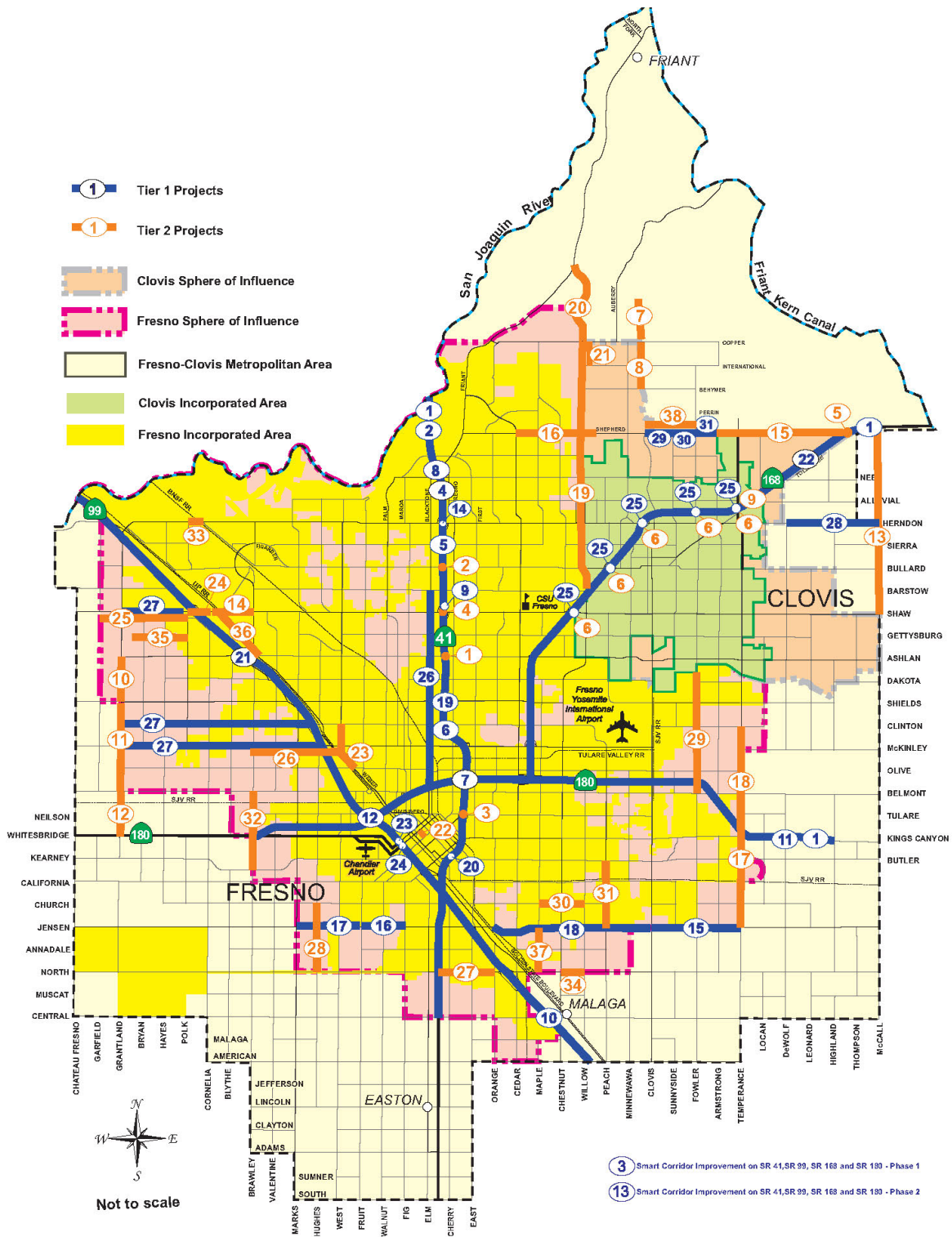


Figure 3

Fix Our Roads Measure - Tier 1 and 2 Rural Projects Map

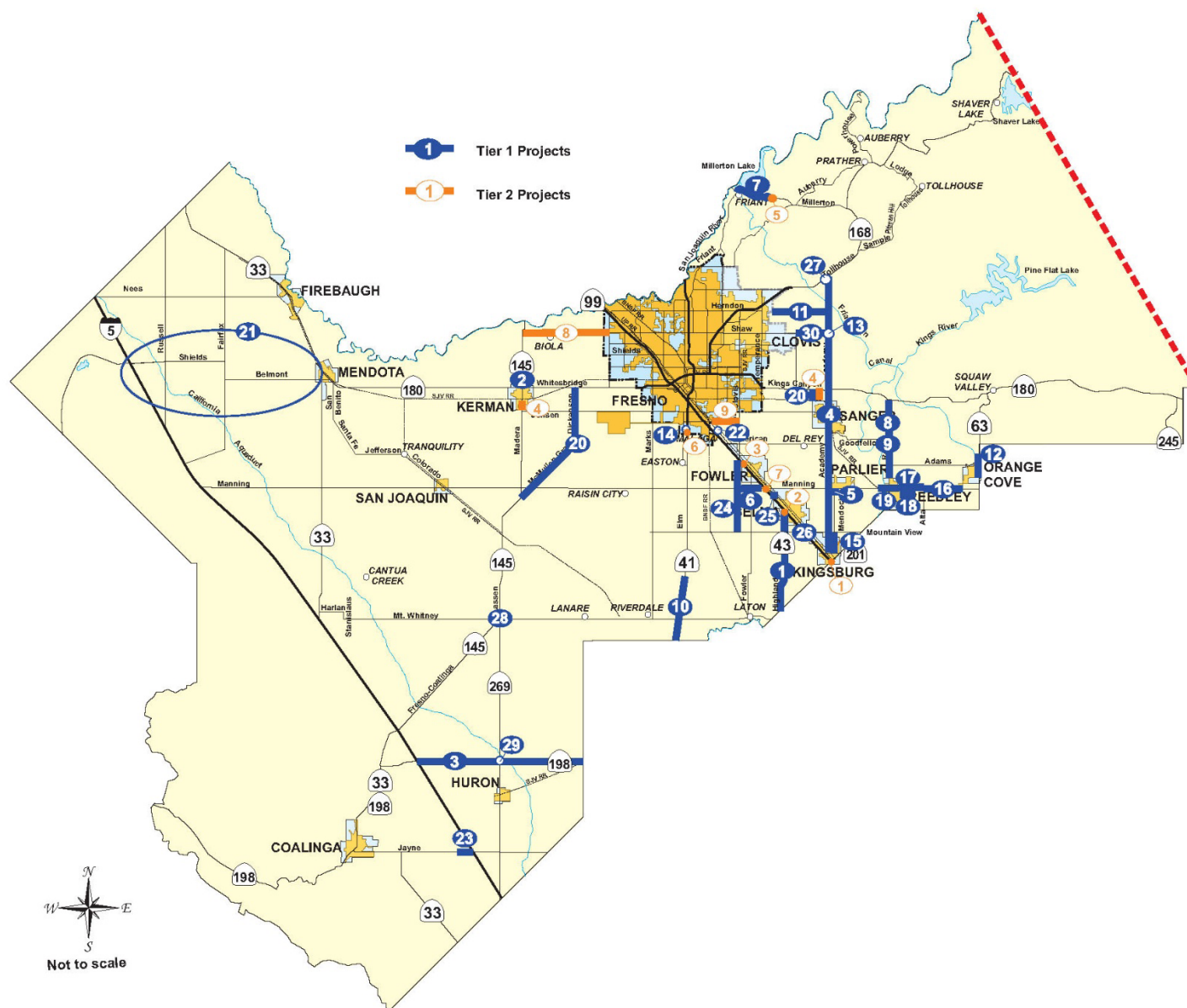


Table 6

Major Streets and Highways - Improve Safety/Reduce Congestion Subprogram 1.3: Fix Our Roads Measure - Urban Tier 2 Project List

Project #	Title	Description	Agency	Measure _ MSH - IS/RC Subprogram 1.3 Funding Toward Total Project Cost*1
1	SR 41 / Ashlan Ave	Ashlan Avenue Interchange Improvement	Caltrans (Fresno Area)	\$ 15,000,000
2	SR 41 / Bullard Ave	Bullard 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 (Fresno Area)	\$ 90,000,000
3	SR 41 / Divisadero St On/Off Ramps	Reconfigure for SB Dual Right Turns; and EB Dual Left Turns on Divisadero at NB On-Ramp	Caltrans (Fresno Area)	\$ 4,000,000
4	SR 41 / Shaw Ave	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 (Fresno Area)	\$ 20,000,000
5	SR 168 / Shepherd Ave Interchange	Convert at grade intersection to interchange	Clovis	\$ 80,000,000
6	SR 168 Interchanges	Interchange Improvements at Various Locations: Fowler Ave, Bullard Ave, Herndon Ave, Shaw Ave, & Temperance Ave - Phase 2	Caltrans (Clovis Area)	\$ 30,000,000
7	Clovis Ave - Auberry Rd Couplet North of Copper Ave	Construct New 4 Lane Divided Arterial with Bike Lanes, Traffic Signal at Copper and Clovis Avenues	Clovis	\$ 8,000,000
8	Clovis Ave - Behymer Ave to Copper Ave	Unconstructed to 6 LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal	Clovis	\$ 24,000,000
9	Enterprise Trail	Pedestrian Bridge Over SR 168 East of Temperance	Clovis	\$ 25,000,000
10	Grantland-Shields to Ashlan	2 Lane Undivided to 6 Lane Divided with Bike Lanes, Sidewalks, Curb, Gutter, Trail	Fresno	\$ 8,000,000
11	Grantland Ave - Belmont Ave to Shields Ave	2 Lane Undivided to 4 Lane Divided with Bike Lanes, Sidewalks, Curb, Gutter, and Trail	Fresno	\$ 9,000,000
12	Grantland Ave - SR 180 to Belmont Ave	Grantland Ave - SR 180 to Belmont: 2 Lane Undivided to 4 Lane Divided	Fresno	\$ 6,000,000
13	McCall Ave -Shaw Ave to Shepherd Ave	2 Lane Undivided to 6 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics; Primarily Development Funded	Clovis	\$ 20,000,000
14	Shaw Ave - Cornelia Ave to Brawley Ave	4 Lane Divided to 6 Lane Divided with Bike Lanes and Sidewalks	Fresno	\$ 9,000,000
15	Shepherd Ave - Armstrong Ave to Del Rey Ave	3 Lane Divided to 4 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd and Locan	Clovis	\$ 10,000,000
16	Shepherd Ave - Cedar Ave to Willow Ave	3 Lane Undivided to 4 Lane Divided with Bike Lanes and Sidewalks, Curb & Gutter	Fresno	\$ 3,000,000
17	Temperance Ave - Jensen to Belmont Ave	2 Lane Undivided to 6 Lane Divided with Bike Lanes, Trail, Sidewalks, Curb and Gutter	Fresno	\$ 19,000,000
18	Temperance Ave - SR 180 to Clinton Ave	Widen from 2 Lane Undivided to 6 Lane Divided with Bike Lanes, Trail, Sidewalks, Curb and Gutter	Fresno	\$ 20,000,000
19	Willow Ave - Barstow Ave to Copper Ave	Complete Widening to 6 Lane Divided Where Needed and Add Bike Lanes	Clovis	\$ 3,000,000
20	Willow Ave - Copper Ave to Friant Rd	2 Lane Undivided to 4 Lane Divided	Fresno County, Fresno	\$ 5,000,000
21	Willow Ave - International Ave to Copper Ave Southbound	Willow - International Ave to Copper Ave Southbound: Widen to 3 Lanes	Fresno	\$ 9,000,000
22	Broadway, Fresno to Tuolumne	Unconstructed to 2 LU with Sidewalks	Fresno	\$ 2,000,000
23	Weber - Clinton to Olive	2 Lane Undivided with Bike Lanes, Gutter, Curb and Sidewalks	Fresno	\$ 3,000,000
24	Shaw - Polk to Cornelia	3 Lane Divided to 4 Lane Divided with Bike Lanes and Sidewalk	Fresno	\$ 2,000,000
25	Shaw Ave, Garfield to Polk	Widen from 2 Lane Undivided to 4 Lane Divided with Bike Lanes, Sidewalks, Traffic Signals and Synchronization	Fresno	\$ 8,000,000
26	McKinley-Blythe to West	2 Lane Undivided to 4 Lane Divided with Bike Lanes, Gutter, Curb, Sidewalks	Fresno	\$ 11,000,000
27	North-Fwy 41 to Orange	2 Lane Undivided to 4 Lane Undivided with Bike Lanes, Sidewalks, Curb and Gutter	Fresno	\$ 2,000,000
28	Hughes-Church to North	3 Lane Undivided with Bike Lanes, Sidewalks, Curb, Gutter	Fresno	\$ 4,000,000
29	Fowler-Belmont to Gould Canal	2 Lane Undivided to 4 Lane Divided with Bike Lanes, Sidewalks	Fresno	\$ 12,000,000
30	Church-Maple to Willow	2 Lane Undivided to 4 Lane Undivided with bike lanes, sidewalks, curb and gutter	Fresno	\$ 4,000,000
31	Peach Ave Widening Jensen to Butler	Widen from a 2-Lane Roadway to a 4-Lane Divided Arterial with Median Landscaping, Curb, Gutter, Sidewalk, and Streetlights. The Project will also include the Installation of New Traffic Signal Facilities at Peach and Hamilton, Improvements to the Railroad Crossing, Water Distribution, Sanitary Sewers, Roadway Pavement Sections, and Bike Lanes.	Fresno	\$ 8,000,000
32	Brawley- Madison to Belmont	2 Lane Undivided to 4 Lane Undivided with Bike Lanes, Sidewalks, Curb and Gutter	Fresno	\$ 2,000,000
33	Herndon/BNSF Bridge Widening (Polk to Milburn)	Widen Herndon Avenue to 6 Lanes, Between Polk and Milburn, and Include a Class I Trail along the North Side of the Roadway at the BNSF Tracks to Improve Traffic Flow and Provide a Safe Path for Pedestrians and Cyclists.	Fresno	\$ 32,000,000
34	North- Chestnut to Willow	2 Lane Undivided to 4 Lane Undivided with Bike Lanes, Sidewalks, Curb and Gutter	Fresno	\$ 3,000,000
35	Gettysburg- Veterans to Polk	3 Lane Undivided with Bike Lanes, Sidewalks West of Hayes; with Bike Lanes, Sidewalks	Fresno	\$ 4,000,000
36	Golden State-Shaw to Ashlan	Widen from 2 Lane Undivided to 4 Lane Undivided with Sidewalks and Bike Lanes	Fresno	\$ 5,000,000
37	Maple - North to Jensen	4 Lane Undivided to 5 Lane Undivided with Bike Lanes, Sidewalks, Curb, Gutter	Fresno	\$ 4,000,000
38	Shepherd Ave - Clovis Ave to Fowler Ave	3 Lane Divided to 4 Lane Divided, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Clovis	\$ 10,000,000
TOTAL:				\$ 533,000,000

Table 7

**Major Streets and Highways - Improve Safety/Reduce Congestion Subprogram 1.3:
Fix Our Roads Measure - Rural Tier 2 Project List**

Project #	Agency	Description	Agency	Measure _ MSH - IS/RC Subprogram 1.3 Funding Toward Total Project Cost*1
1	SR 99 / Mendocino Interchange	Modify/Reconstruct Interchange	Caltrans (Kingsburg Area)	\$ 20,000,000
2	SR 99 / SR 43 / Floral Ave Interchange	Reconstruct Interchange - Partial Funding - \$90M Total Cost	Caltrans (Selma Area)	\$ 45,000,000
3	SR 99 / Adams Interchange	Interchange Improvements	Caltrans (Fowler Area)	\$ 50,000,000
4	Bethel - Sanger CL to 180	2 Lanes to 4 Lanes, Shoulder Widening	Fresno County	\$ 15,000,000
5	Millerton Rd & Marina Dr	Traffic Signal	Fresno County	\$ 4,000,000
6	SR 41 - Central Ave to American Ave	Upgrade Existing Intersections to Interchanges - Phase 2	Caltrans, Fresno County	\$ 95,000,000
7	SR 99 / Manning Ave Interchange	Interchange Improvements (Ramp Improvements)	Caltrans, Fresno County	\$ 15,000,000
8	W Shaw - 145 to Fresno City Limits	2 Lanes to 4 Lanes, Shoulder Widening	Fresno County	\$ 30,000,000
9	E North Ave - Golden State to Clovis Ave	2 Lanes to 4 Lanes, Shoulder Widening	Fresno County	\$ 35,000,000
TOTAL:				\$ 309,000,000

Regional Transportation Mitigation Fee (RTMF) Program

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

This Fix Our Roads Measure provides for the continuation of the RTMF program established by the 2006 Measure, including all local agency enforcement mechanisms, the perpetuation of the Fresno County RTMF Agency through the life of the Measure, and all adopted policies and agreements currently in effect pertaining to the mitigation fee program. The Measure also recognizes that mitigation fees are governed by State law, which may change from time to time. It stipulates that the program's implementation shall remain in compliance with California law. California statute currently requires a major update to the NEXUS in 2028, which will revisit how the fee has been spent on current projects, consider future projects, adjust rates, and address all other legal program requirements. The Fix Our Roads Measure would continue the fee schedule adopted under the current Measure C until the 2028 Nexus Study is completed.

The FCTA, consistent with the adopted and updated Expenditure Plan, shall have the authority and flexibility to allocate the RTMF based upon regional priority needs within the county as defined by the biannual update of the Major Corridor Transportation Plan Update (described elsewhere in this document), and consistent with State law governing impact mitigation fees. No later than June 30, 2027, all Fix Our Roads Measure agencies must extend the RTMF JPA established as a part of the second Measure

C, consistent with Section 7 of the JPA Agreement. Should any city or Fresno County choose not to implement the RTMF, that agency shall forfeit annually from Subprogram 1.2 an amount equal to the amount of RTMF that would otherwise have been paid for development projects within that jurisdiction during the year. Should an agency choose not to implement the RTMF, that agency shall notify the Authority of such a 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 calculate the total RTMF obligation annually and deduct the appropriate amount of funds for the RTMF from the Subprogram 1.2 allocation for that agency.

Overall, it is anticipated that the RTMF, together with other federal and state funding sources identified in Table 3, will add another \$1.64 billion in funding to the \$624 million of Fix Our Roads Measure funding for a total of \$2.26 billion included in this Measure for major street, highway, and road projects in Fresno County.

Program 2: Transit Reimagined Program \$702 million or 18%

This Program funding will maintain the current level of transit services throughout the County and support studies aimed at "Reimagining Transit" in both the Fresno-Clovis Metropolitan Area (FCMA) and the County's rural areas. This is an effort to make transit more accessible and effective while reducing inefficiencies and lowering costs. These studies are expected to be completed within approximately two years after the Measure takes effect, or by December 2029. Once the studies are complete, the results will be evaluated, and the Transit Reimagined Program will be reassessed to determine how to allocate remaining Program 2 funding for transit services within the County between 2030 and 2047. 70% of the proceeds (\$488,715,724) would be allocated to Fresno Area Express (FAX), 10% (\$69,816,532) to Clovis Transit, and 20% (\$139,633,064) to FCRTA.

This Program includes provisions for two transit studies:

- 1. Transit Agency Consolidation Study**

The Consolidation Study will focus on the feasibility, cost savings, and service improvements that could be achieved through the consolidation of the three transit agencies in Fresno County.

- 2. Reimagine Transit Services Study.**

The Reimagine Transit Study will include an evaluation of transit service options available worldwide and recommendations on how transit "best practices" can be utilized here in Fresno County. This study will not focus solely on improving the current fixed route services, but will also examine alternative mobility options to increase service availability, efficiency, and cost-effectiveness.

Consolidation Study

This Subprogram requires that a Transit Agency Consolidation Study be completed within two years of the Fix Our Roads Measure taking effect or by December 31, 2029. The study will help reimagine transit, bringing transit into the 21st century. A review of similar agency consolidations has identified the potential for overall cost savings of 7-10%. It is also understood that a consolidated system would fall under a union agreement.

The study will be carried out under the guidance of FCTA. Upon completion, the study will undergo a thorough review process, requiring approval from all three transit agencies or their respective city

councils, the Fresno COG Policy Board, and finally, the FCTA Board. Upon approval, the accompanying recommendations for transit consolidation shall be systematically implemented within a one-year timeframe, resulting in a consolidated countywide transit agency by December 31, 2030. Experts have indicated that transit consolidation would likely result in an overall savings of 7-10% across all transit funding types, not just the Measure portion of transit funding. Should a transit agency(s) choose not to implement changes with cost savings identified by the Consolidation Study, the FCTA Board may reduce its Transit allocation by a like amount.

Transit Reimagined

This program will also include the implementation of Reimagined Transit Studies. These studies, one rural and one urban, aim to enhance transportation solutions tailored to both urban and rural areas. Recommendations may include restructuring existing transit services and programs currently implemented by the three transit agencies. The rural and urban studies may be combined. This Transit Reimagined study(s) is separate from but complementary to the Transit Consolidation Study. While these are independent studies, they must be coordinated as the results of one may affect the other.

A total of \$4 million (0.1%) from the Transit Reimagined Program will be set aside for these studies.

Program 2 allocations will be subject to the Reimagined Transit Study findings and recommendations to ensure that future transit services are effective and more accessible, while reducing inefficiencies and operating, facilities, and equipment costs.

The Reimagined Transit studies will be carried out and approved within two years of the Fix Our Roads Measure taking effect or by December 31, 2029, under the guidance of the FCTA. The studies will be approved by all three transit agencies or their respective city councils, the Fresno COG Policy Board, and finally, the FCTA Board. This approach ensures progress continues, regardless of any delays or findings related to the Transit Agency Consolidation Study, thereby enabling the advancement of study recommendations and findings. Should a transit agency(s) choose not to implement changes with cost savings identified by the Reimagined Transit Studies, the FCTA Board may reduce its Transit allocation by a like amount.

Upon approval, the accompanying recommendations for transit enhancements and improvements shall be systematically executed within a two-year timeframe, concluding by December 31, 2031. However, it is acknowledged that certain recommendations may inherently require more extensive timeframes for effective implementation. In such instances, the FCTA board has the authority to grant an extension of the two-year implementation requirement, providing the necessary flexibility to ensure the successful execution of the findings and recommendations. Should a transit agency(s) choose not to implement changes with cost savings identified by the study, the FCTA Board may reduce this Transit allocation by a like amount.

It is assumed that these two studies should result in a higher level of service at a lower cost. However, there may be implementation costs associated with the types of changes these studies may recommend. The cost of implementation is an eligible expense under this Program 2, and under Program 1, Subprogram 1.2, Category 1.2.2.

VMT Mitigation

As a newly implemented initiative, the Fix Our Roads Measure funding designated for this Subprogram will serve as new financial resources specifically aimed at improving existing and future transit services. This allocation not only supports transit improvements but also meets the criteria for Vehicle Miles Traveled (VMT) mitigation for transportation projects contained in Subprogram 1.3.

GOVERNANCE

Fresno County Transportation Authority Structure Under the Fix Our Roads Measure Program

As specified in the Enabling Legislation, the Fresno County Transportation Authority will continue its responsibilities to administer the Fix Our Roads Measure Program, following a 40-year track record of transparent, accountable, efficient, and fair management of the two prior Measure C programs.

The Authority will administer the Fix Our Roads Measure Programs in accordance with plans and programs outlined in the Expenditure Plan and subsequent updates of the Plan.

The enabling legislation requires that the Authority 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 of each of those cities west of State Route 99, and one (1) Eastside member appointed by a committee comprised of the mayors of each of those cities east of State 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 cities of Fresno and Clovis with the appointee residing within the incorporated area of Fresno or Clovis.

In addition, the enabling legislation includes a provision for a Citizens' Oversight Committee (COC). The COC was formed in 2007 under the current Measure Program and will continue under the Fix Our Roads Measure. Details regarding the Committee are contained in the Implementing Procedures.

PROGRAM ADMINISTRATION

The Implementing Procedures list the administration and oversight responsibilities to be provided by the FCTA to implement the Fix Our Roads Measure. Other administrative provisions, including continuation of the Authority, administration, powers and functions, transportation coordination, and transaction and use taxes, are referenced in the Enabling Legislation. As with the current Measure C Program, the goal of the Authority and Fresno COG will be to fulfill the Promise of the Fix Our Roads Measure Program by delivering identified projects and programs.

2026 Fix Our Roads Measure Expenditure Plan

Administration and oversight of this Fix Our Roads Measure Program will be provided by the FCTA who will:

- ✓ Assist with the preparation of Expenditure Plan updates and amendments.
- ✓ Assist with the development and administration of allocation program requirements.
- ✓ Administer and conduct specified activities identified in the two (2) Programs described above, including increased oversight, compliance with program requirements, and performance monitoring.
- ✓ Perform and review audits of agencies that receive Measure funds as well as Authority activities.

Additional responsibilities for FCTA and Fresno COG are delineated in the Implementing Procedures.

Administration funds are limited to 1% of the overall Fix Our Roads Measure Program and are deducted before program funding is calculated. Program Administration is expected to receive 1% of the Fix Our Roads Measure proceeds, or approximately \$39 million, over the 20 years.

The Fix Our Roads Measure will require significantly more attention to Program Management, Performance Measure development and evaluation, and similar activities. These activities will be charged directly to the related programs and are not part of the Administration function.

Program Management

Managing Fix Our Roads Measure projects and programs will require substantially more monitoring, analysis, and reporting than required by Measure C. The Authority will seek the assistance of a program management firm and/or additional staff. The primary responsibility of enhanced program management would be to assist in developing and monitoring performance measures, as discussed in the Expenditure Plan and the Implementing Procedures. Enhanced Program Management will also include managing projects contained within the Major Streets and Highways - Improve Safety/Reduce Congestion Subprogram and other responsibilities necessary for efficient and effective implementation of the various programs. Enhanced program management responsibilities are part of program and project delivery and separate from Program Administration. Program Management funding is limited to 1% of Subprogram 1.1, 1.2, 5% of Subprogram 1.3, and 1% of Program 2.

It is recognized that initial Program Management efforts, such as developing and implementing performance and accountability measures and Project Management systems for the Major Streets and Highways - Improve Safety/Reduce Congestion Subprogram, will require substantially more effort. The Program Management limits will not apply for the first two years of the Subprogram; however, the FCTA Board and staff will ensure that actual costs are reasonable and appropriate. The Program Management amounts for each Program, or Subprogram, may be modified by the Board as necessary, using the Expenditure Plan Update process as defined elsewhere.

Agency Responsibility for Fix Our Roads Measure Funding Recognition

Continued taxpayer support for sales tax-funded transportation improvements is critical to the success of any subsequent transportation measure. It is therefore essential that each agency prominently recognize the Fix Our Roads Measure's contribution to any project funded in whole or in part by the Fix Our Roads Measure. These requirements will be detailed in the Implementing Procedures and the Strategic Implementation Plan (SIP).

Local Hiring Preference

Fix Our Roads Measure funded projects provide direct and indirect economic benefits to the County through investments in infrastructure and related economic activities associated with construction projects. Measure projects will provide good-paying jobs to Fresno County businesses and residents. FCTA, working in connection with Fresno COG and its member agencies, will develop reasonable local hiring and contracting goals to help

ensure those benefits are maximized. These goals will be included in the Fix Our Roads Measure Strategic Implementation Plan (SIP). Refer to the Implementing Procedures for reporting requirements.

PLAN UPDATE AND APPROVAL PROCESS

Regional Transportation Plan and Sustainable Communities Strategies

Fresno COG updates the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four (4) years. That plan provides a transportation strategy for Fresno County and updates a list of candidate projects for all transportation modes (streets, highways, public transportation, bikeways, aviation, etc.). The RTP/SCS list of projects provided the vast majority of the projects included in this Expenditure Plan. If additional funds are available for any projects beyond those listed in the Tier 1 lists, they will be drawn from the Tier 2 lists and/or identified based on the needs at that time. 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 funding priorities may shift, there are more than enough project needs within the County to be addressed using all types of financing, including the Fix Our Roads Measure.

Major Corridor Transportation Plan Update

Every two years, Authority staff will work with member agencies and affected stakeholders to review and update the Major Corridor Transportation Plan (MCTP), taking into account the status of project delivery, funding availability, and performance indicators for Subprogram 1.3 projects. The MCTP will be presented to the Fresno COG Policy Board, followed by the FCTA Board for approval.

Strategic Implementation Plan Update

Consistent with the findings of the RCTP and following its approval, Authority staff will prepare and update a Strategic Implementation Plan (SIP) to verify or modify funding expectations based on the then-current fiscal conditions, ensuring that the projections are consistent with future expenditures and the promises made in this Plan.

Expenditure Plan Amendments

Consistent with the enabling legislation, Fresno COG has the primary responsibility for initiating official amendments to the Expenditure Plan. Fresno COG prepares proposed amendments for consideration by the COG Policy Board. Amendments approved by the Policy Board are then transmitted to the Authority for consideration. If approved by the Authority Board, amendments are incorporated into the Expenditure Plan. While Fresno COG initiates these amendments, it is critical that they should be developed jointly with FCTA to ensure passage by both Boards in a timely manner.

The Authority Board may also initiate amendments to the Expenditure Plan. 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 must then be approved by the Board of Supervisors and subsequently by a majority of the cities that constitute a majority of the population residing in the county's incorporated areas. Any proposed amendments shall become effective immediately upon completion of the approval process.

The Authority shall take all appropriate actions to give the highest priority to the projects and programs in the approved Expenditure Plan. 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.

Compliance with the California Environmental Quality Act

The Fix Our Roads Measure Expenditure Plan is not a “project” under the California Environmental Quality Act (CEQA) and, therefore, is exempt from CEQA review. The Plan is designed to provide a funding mechanism for potential future projects and programs related to the Authority’s provision of transportation funding and services. All required state and federal environmental reviews must be completed before any specific projects can receive future approval.

Citizen Oversight Committee

The Citizen Oversight Committee (COC) was an accountability measure established as a part of the 2006 Measure C Program. That Committee’s efforts have helped analyze local agency conformance to Expenditure Plan requirements. Each year, their findings are an essential part of the Measure C Annual Report. This proposed Measure will continue the COC’s efforts with several key changes to enhance local agency accountability for Fix Our Roads Measure funds and to ensure that all COC seats are filled throughout the Measure’s duration.

COC responsibilities generally include the following:

- ✓ Receive, review, inspect, and recommend action on independent financial and performance audits related to the planning and implementation of the Fix Our Roads Measure 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 Fix Our Roads Measure programs, revenues, or expenditures.
- ✓ Review and comment upon Fix Our Roads Measure 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.

The Implementing Procedures provide additional details on the COC, including administrative matters and membership selection requirements.

Independent Financial Audits

Currently, the Authority annually commissions independent financial audits of the Measure C programs and receipts. The Authority will continue to conduct independent financial audits under the Fix Our Roads Measure.

Bonding

The Authority will have the option to issue bonds to deliver Fix Our Roads Measure projects and programs contained in this Plan, thereby saving project costs by delivering them earlier and providing Fresno County residents with much-needed road repairs years sooner than would be possible without bonding. Furthermore, local agencies receiving these Measure funds may also bond against these funds under their own authority, subject to FCTA Board approval, provided that it is a viable strategy for them and they have the bonding capacity.

Expenditure Plan Renewal

An Expenditure Plan Renewal process is expected to commence after the year 2040, providing ample time to analyze future transportation needs (beyond the year 2047), and prepare and approve the Renewal Expenditure Plan. This timeframe will ensure that the Plan addresses the future transportation needs of the county and its residents as determined through a comprehensive public engagement process. Renewal may be accomplished through the process delineated in the enabling legislation, or by a subsequent Citizens Initiative.

2026 Fix Our Roads Measure Expenditure Plan

The Renewal Plan should be placed on a ballot for voter approval prior to the expiration of this Fix Our Roads Measure Expenditure Plan on June 30, 2047. It is assumed that transportation needs beyond 2047 will warrant additional Measure funding.

Impact

The Fix Our Roads Measure provides a long-range plan to improve, enhance, and maintain all elements of our transportation system in Fresno County. In addition, it will provide good paying long-term jobs for residents of the county and its cities. The Measure includes language encouraging project sponsors to include local hiring preferences in their contracts.

Studies show that construction projects not only provide well-paying jobs with benefits, but they also have a multiplying effect. The Economic Policy Institute prepared labor statistics by sector that show that for every \$1,000,000 in construction, 5.5 direct jobs are generated. The Fix Our Roads Measure will provide direct and indirect benefits to all Fresno County residents.

Building on the success of the previous two Measure C programs that have significantly enhanced mobility throughout Fresno County over the past 40 years, this upcoming Fix Our Roads Measure program is also anticipated to follow the guiding principle of “**Promises Made, Promises Kept.**” With a strong track record of delivering positive outcomes and fostering community growth, this initiative aims to further improve transportation options and infrastructure while ensuring commitments to the public are honored.

APPENDIX A

**Fix Our Roads Fresno County Transportation Improvement Measure
Implementing Procedures**

FIX OUR ROADS

F R E S N O C O U N T Y



IMPLEMENTING PROCEDURES



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2026 Fix Our Roads Measure Expenditure Plan Implementing Procedures

General Procedures

Measure C has been Fresno County’s transportation improvement legacy, dating back to 1986, 40 years of keeping promises to voters to improve transportation throughout Fresno County. Measure C will expire July 1, 2027. Although no longer designated “Measure C,” this initiative intends to continue that legacy.

This “Fix Our Roads Fresno County Transportation Improvement Measure” (hereinafter “Fix Our Roads Measure”)

-- will focus on Fresno County voters’ highest priorities:

- ✓ Fix existing roads
- ✓ Reduce congestion
- ✓ Eliminate bottlenecks
- ✓ Improve vehicle, bicycle, and pedestrian safety, including safe routes to schools
- ✓ Provide good-paying jobs
- ✓ Improve farm to market and other goods movement within the county, the state, and the nation
- ✓ Keep transit fares affordable for students, people with disabilities, and seniors.
- ✓ Maintain transit services for those who depend upon them
- ✓ Improve air quality and meet climate goals without sacrificing mobility

These Implementing Procedures have been prepared to guide the implementation of the Fix Our Roads Measure Expenditure Plan. The Expenditure Plan was prepared to specify how approximately \$3.9 billion in transportation funds generated by a continuation of Fresno County’s half-cent transportation sales tax over the next 20 years will be allocated to various transportation programs. Specifically, these Procedures will ensure that promises made to Fresno County voters are kept through requirements tailored to each Expenditure Plan program.

Following voter approval of the Expenditure Plan and these Procedures, beginning in 2027 and every two (2) years thereafter, the Fix Our Roads Measure Strategic Implementation Plan (SIP) will be prepared by, or under the direction of, the Fresno County Transportation Authority (FCTA or Authority). The SIP will further detail implementation requirements, provide more specifics regarding actual Fix Our Roads Measure proceeds by program, amendments to these Procedures, reporting, monitoring, claims, and disbursement processes, and clarify project eligibility, performance indicators and measures. The Implementing Procedures will provide the Authority, the Fresno Council of Governments (Fresno COG), the sixteen (16) local agencies within Fresno County, and other responsible agencies with information, including the following:

- ✓ General purpose of each Fix Our Roads Measure program.
- ✓ Implementing agencies or those agencies responsible for implementing the program and eligible to receive associated Fix Our Roads Measure funding.
- ✓ Important definitions of related program requirements, methods, or other processes.

- ✓ The percentage of Fix Our Roads Measure funding and the initial amount of funding allocated to each program.
- ✓ Other requirements specific to each program.
- ✓ The list of eligible projects for which Fix Our Roads Measure funding can be claimed.
- ✓ Performance indicators and measures.

Procedures Amendments

These Implementing Procedures may be amended through the Expenditure Plan amendment process, as identified in the Expenditure Plan.

Program Administration

Administration and oversight of this Fix Our Roads Measure will be the responsibility of the Authority with assistance from FCTA and Fresno COG staff.

- ✓ Authority Responsibilities:
 - Approve requirements associated with the development of each of the proposed allocation programs.
 - Conduct an internal independent audit of Measure programs, funds, and expenditures on an annual basis.
 - Accept the Strategic Plan every two (2) years, prepared by the Authority staff.
 - Provide staff or consultant services to manage the delivery of regional projects financed using Measure funds.
 - Issue bonds to deliver Measure projects and programs contained in the Expenditure Plan to save project costs by delivering them earlier. Bonding options by FCTA will comply with PUC 180000, CHAPTER 6. Bonds [180250-180264].
 - Allocate Measure proceeds to the local jurisdictions consistent with the individual Program requirements.
 - Contract with an independent financial auditor to conduct an external review of all annual Fix Our Roads Measure revenues and expenses, and perform and review audits of jurisdictions that receive Measure funds.
- ✓ Staff Responsibilities
 - Provide general public outreach and support to provide transparency regarding Fix Our Roads Measure expenditures and work performed by the jurisdictions.
 - Assist with the preparation of Expenditure Plan updates and amendments.
 - Assist with the development and administration of allocation program requirements.
 - Administer and conduct specified activities identified in Fix Our Roads Measure programs, including increased oversight, compliance with program requirements, and performance monitoring. The costs of performing or contracting for project-related work shall be paid from the revenues allocated to the appropriate purpose. Any direct costs related to a specific measure program would be charged to that program.
 - Provide relevant training for Board members.
 - Contract with legal counsel.
 - Prepare and distribute Public Hearing Notices.
 - Address any other required or necessary administrative tasks.
 - Prepare a digital annual report in English, Spanish, Punjabi, Hmong, and other appropriate languages to include investments made by each jurisdiction using Fix Our Roads Measure funds, including specific projects, tasks, or work performed:
 - Include project status (completions, milestones)

- Specific references to actual investments made by jurisdiction, by project, and by location.
- Administer the Citizen Oversight Committee (COC)
 - Include information on the actions of the COC and updates on how local jurisdictions are using Fix Our Roads Measure funds on the Fix Our Roads Measure website.
 - Staff and support the COC, including agendas, staff reports, minutes, and financial statements.
 - Reimburse for travel to and from COC meetings at the current Federal rate for mileage and public transit.

Administration funds are limited to 1% of the overall Fix Our Roads Measure Program and are deducted from program funding before it is calculated. Program Administration is expected to receive \$43 million over the 20-year period.

Program Management

Managing projects and programs will require substantially more monitoring, analysis, and reporting than the current Measure. Refer to the Program Management section of the Expenditure Plan for details on these responsibilities.

Performance Indicators and Measurements

Authority staff will work with each of the sixteen local agencies, as well as other interested agencies and individuals, to develop performance measures specific to each Measure program. These Procedures include the identification of performance measures and indicators for each Fix Our Roads Measure program.

Data collection will be key to measuring performance and evaluating trends. Transportation data will also be useful for agencies or groups involved in transportation research. In addition to the data collected for performance indicators and measures, the SIP will include other data requirements. All agencies receiving Fix Our Roads Measure funds will accommodate any data requests identified in the SIP.

Reporting Requirements

- ✓ Agencies will submit to the Authority on an annual basis the list of completed projects that utilized the Fix Our Roads Measure program funding for some or all of the project costs.
- ✓ Agencies that utilize some or all of the Fix Our Roads Measure funds for services (rather than projects) will identify how these funds were used as a part of their annual report to the Authority.
- ✓ Agencies will identify how many local jobs were generated by their Program 1 and Program 2 projects. Responsible agencies will also report the number of local jobs generated by their Subprogram 1.3 projects.
- ✓ Other required reporting and monitoring requirements will be included in the Renewal Strategic Implementation Plan (SIP).
- ✓ Transit agencies will submit a summary of their annual budgets to FCTA with a breakdown between transit operations and transit capital.

The schedule for submittal of this information will be provided in the Strategic Implementation Plan (SIP) as described elsewhere in this document.

Agency Responsibility for Fix Our Roads Measure Funding Recognition

Continued taxpayer support for sales tax-funded transportation improvements is critical to the success of any subsequent transportation measure. It is therefore essential that each agency prominently recognize the Fix Our Roads Measure's contribution to any project funded in whole or in part by the Fix Our Roads Measure. These

requirements will be detailed in the Implementing Procedures and the Strategic Implementation Plan (SIP). At a minimum, this recognition must include appropriate signage at each project location that identifies Measure’s funding participation. The minimum sign dimensions shall be 120 inches by 72 inches. The SIP will contain more detailed sign specifications.

Press conferences and groundbreaking and ribbon-cutting ceremonies are highly encouraged, and the FCTA outreach team will be available to assist with coordination. FCTA and Fresno COG must be invited to participate in any of these activities.

Each agency must provide before and after photos of the project area, including the Fix Our Roads Measure logo on all project and program materials, equipment (road maintenance, transit buses, etc.), social media posts, press releases, project keepsakes, and provide this data to the FCTA outreach team for Fix Our Roads Measure’s annual report. Failure to meet these requirements within the timelines specified in the SIP may result in suspension of Fix Our Roads Measure funding until the requirements are met.

Local Hiring Preference

Fix Our Roads Measure funded projects provide direct and indirect economic benefits to the County through investments in infrastructure and related economic activities associated with construction projects. The Fix Our Roads Measure projects will provide good-paying jobs to Fresno County businesses and residents. FCTA and Fresno COG, working in connection with the member agencies, will develop reasonable local hiring and contracting goals to help ensure those benefits are maximized. These goals will be included in the Fix Our Roads Measure Strategic Implementation Plan. Agencies receiving Fix Our Roads Measure funds will include statistics on local jobs created as a part of their annual reporting requirements.

Fix Our Roads Measure Expenditure Plan Programs

The Expenditure Plan provides significant funding for two programs: Fix Local Roads and Transit Services.

✓ **PROGRAM 1 – Fix Local Roads (82%) \$3.2B**

- Subprogram 1.1, **Repair Roads**, will receive 50% (\$1.9B) of overall Fix Our Roads Measure funds, which will be dedicated to repairing streets and roads in all fifteen (15) incorporated cities and the rural unincorporated areas of Fresno County.
- Subprogram 1.2, **Improve Local Transportation**, will receive 16% (\$624M) of overall Fix Our Roads Measure funds, which will provide revenue to the sixteen local agencies to improve their transportation systems, including road improvements, bicycle and pedestrian improvements, and supplementing public transit.
- Subprogram 1.3, **Major Streets and Highways – Improve Safety/Reduce Congestion**, will receive 16% (\$624M) of overall Fix Our Roads Measure revenues, which will improve safety, reduce congestion, eliminate bottlenecks, and provide other benefits on local major streets, roads, and highways. within Fresno County.

✓ **PROGRAM 2 – Transit Reimagined (18%) \$703M**

Program 2 will maintain the current level of transit services throughout the County and support studies aimed at "Reimagining Transit" within the Fresno-Clovis Metropolitan Area (FCMA) and the County's rural areas.

- Subprogram 2.1, **Transit Services**, will receive 17.90% (\$698M) of the overall Fix Our Roads Measure funding, which will sustain the transit services provided by Fresno FAX, Clovis Transit, and Fresno County Rural Transit Agency. This subprogram will also provide funds to study the consolidation of the three transit agencies. While these funds are sufficient to fund current operations, the three transit agencies should make efforts to reduce their per-trip costs and overall operating budgets.
- Subprogram 2.2, **Transit Reimagined**, will receive 0.10% (\$4M) to fund a study to determine methods to enhance transportation solutions tailored to both urban and rural areas, while improving efficiency and lowering per-trip costs.

Capital Improvement Plan Requirements

Each agency receiving Fix Our Roads Measure funding will develop a 5-year Capital Improvement Plan (CIP). These CIPs will be updated annually and will include each project funded in whole or in part with Fix Our Roads Measure funds for Programs 1 and 2. CIPs will be submitted for approval by each agency's governing body as a part of the annual budget process. Amendments to CIPs must follow the same procedures used by each agency for budget amendments. Agencies will include any Fix Our Roads Measure self-performed projects within their CIP.

Program 1 -- Fix Local Roads Program

The **Fix Local Roads** Program is intended to fix roads, improve local transportation, reduce congestion, and improve safety on major streets and highways through three subprograms:

- ✓ Repair Roads
- ✓ Improve Local Transportation
- ✓ Major Streets and Highway -- Improve Safety/Reduce Congestion

Subprogram 1.1 – Repair Roads

Purpose

The purpose of this Subprogram is to bring the road systems within all fifteen of the incorporated cities and the rural unincorporated areas of Fresno County, including arterials, collectors, and neighborhood streets, to an average Pavement Condition Index (PCI) of 75, which is within the "Good" category as measured by engineers through a Pavement Management System (PMS). A PMS is defined as a set of procedures for collecting, analyzing, maintaining, and reporting pavement data, which is used to assist decision makers in finding optimum strategies for maintaining pavements in serviceable condition over a given period of time for the least cost.

A road system in "Good" condition is very economical to maintain with a 2022 estimated cost of \$4.95 per square yard (SY) of pavement. Allowing our road system to remain in Fair or Poor condition has a much higher cost of \$24.20 to \$66 per SY.

Eligible Agencies

Eligibility is limited to the fifteen incorporated cities and Fresno County. Distribution of these funds is based on estimation of population and road miles. Fresno COG and FCTA will be eligible for the costs associated with performing the triennial Pavement Management System surveys and reports. Private roads are not eligible.

Program Implementation

Each agency must determine how to manage its road systems using a combination of road repair and preventative maintenance strategies. To assist with that effort, a triennial countywide pavement condition survey (PCS) will be conducted, with the results furnished to each agency¹. Funding for these surveys will come from the Repair Roads Subprogram. Within the first 12 months after passage, each agency must develop a Pavement Management Policy (PMP). This PMP must be approved by the agency's governing body and will include a realistic 3-year target for PCI improvement, as well as identification of how much funding will be used for pavement repair and how much will go toward pavement preservation. Agencies must not adopt a "worst-first" strategy for pavement repair; they must also focus on preventing good roads from failing. Actual allocations may vary year to year depending on circumstances. Agencies will update their PMP every 3 years, coinciding with the Pavement Condition Survey. The development and implementation of pavement repair strategies are eligible expenses under this Repair Roads Subprogram.

Agencies will include road repair projects in their 5-year Capital Outlay Improvement Plan, including any self-performed pavement repair or maintenance activities. These 5-year Capital Improvement Programs will be submitted to FCTA as they are updated.

The FCTA Board will use the PMP, CIP, and the triennial pavement survey to evaluate progress towards the 75 PCI goal.

Independent financial audits of the Repair Roads Subprogram will be performed annually to verify that funds were expended consistent with these Subprogram requirements. Agencies found to be out of compliance may be subject to withholding of Subprogram funds until appropriate reimbursements are made.

Every 3 years, there will be a compliance evaluation where jurisdictions must show how they have spent their Repair Roads funding; however, agencies are allowed to accumulate funds for up to 6 years if needed for match purposes or for a large project.

If an agency is not in compliance with the 6-year requirement, the Authority may withhold funds until the jurisdiction is compliant. Repeated non-compliance may be subject to reallocation of funds as determined by the Authority Board.

Performance Indicators

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

- ✓ Pavement Condition Index (PCI).
- ✓ Funds expended consistent with the Repair Roads Subprogram requirements.
- ✓ Percentage of funds expended in disadvantaged areas.
- ✓ Amount of funds bonded and advanced.
- ✓ Lane miles paved by classification (arterial, collector, neighborhood street).

¹ Agencies may perform their own pavement survey.

- ✓ Timely use of funds.
- ✓ Matching funds obtained.

Development of actual performance measures will be accomplished through the Strategic Implementation Plan (SIP) as described elsewhere in this document and the Expenditure Plan.

Definitions

A substantial portion of the funding within the Repair Roads subprogram must be utilized exclusively for street maintenance, repair, or rehabilitation, which are defined by Assembly Bill (AB) 2928 language for local agency allocations under Proposition 42:

- ✓ *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.
 - 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 the 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.

The Repair Roads Subprogram funds are limited to repairs and maintenance on the existing roadway and shoulder structural section. Repairs to the adjacent curb and gutter can be included where necessary to maintain proper street drainage. Repairs to existing public sidewalks may be included in adjacent street repairs, provided the repairs are necessary to address ADA path-of-travel or pedestrian-safety issues associated with tree-damaged sidewalks. Said sidewalk repairs cannot exceed 20% of the overall cost of the street repair project. Installation of new sidewalks, bike lanes, or curbs and gutters is not eligible under this Subprogram. However, other funding sources, including non- Measure funding or Fix Our Roads Measure Subprogram 1.2 funding, can be combined with these Repair Roads subprogram funds to address the entire roadway prism under one project. It is highly recommended that this "combined funding" approach be used whenever feasible to provide the best overall complete street system for neighborhoods and reduce costs by combining work under a single contract.

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

Funding Allocation

The Repair Roads Subprogram consists of 50% of the overall Fix Our Roads Measure Program, or \$1.9 billion. The Authority Board will consider bonding future revenues to accelerate the repair effort, with the goal of meeting the target PCI as soon as possible, and will encourage local agencies to consider bonding or borrowing options to advance this work.

- ✓ Funding Allocation Process:
 - A minimum base of \$425,000 per year shall be allocated to each agency, and then the annual population / road mile formula would be applied to determine the total funding allocation by local agency under this Subprogram.

Other Requirements

- ✓ Maintenance of Effort Requirements:

The Measure C Enabling Legislation and Public Utilities Code Section 180000 include provisions related to Maintenance of Effort. These same requirements must be adhered to by local agencies as they implement their transportation improvement programs. Provisions include:
- 8.01 It is the intent of the Legislature and the Authority that revenues provided from this Ordinance be used to supplement existing revenues being used for transportation projects, improvements, and programs.
- 8.02 Pursuant to the intent of the Public Utilities Code section 180001, a jurisdiction cannot redirect monies currently being used for transportation purposes to other uses and then replace the redirected funds with local street maintenance and improvement dollars from the retail transaction and use tax.
- 8.03 To meet the requirements of state law, to receive Local Streets and Roads funds, a jurisdiction must demonstrate maintenance of a minimum level of local street and road expenditures in conformance with the provision below:
 - 8.03.01 Annual expenditures of a local jurisdiction's general funds for transportation purposes shall not be an amount less than the jurisdiction's three-year average of its annual expenditures from its general fund during the prior three fiscal years. In calculating the three- year average annual general fund expenditures, any unrestricted funds that the local jurisdiction may expend at its discretion, expended for transportation purposes, are expenditures from the general fund.
 - 8.03.02 Subject to Authority approval, if any local jurisdiction had extraordinary local discretionary fund expenditures during any fiscal year, it may determine that year's minimum expenditure base level of local discretionary funds by:
 - a. Subtracting those extraordinary expenses (including assessment district contributions, development impact funds, or other non-recurring contributions) from its total expenditures; or
 - b. Petitioning the Authority for special consideration. A local jurisdiction may need to revise its minimum expenditure base beyond the subtraction of extraordinary expenses. In this instance, the Authority may allow the establishment of a new base for that jurisdiction's Maintenance of Effort requirement. A local jurisdiction petitioning the Authority under this provision must supply evidence of the need for special consideration, and a majority vote of the Authority must approve the petition.
- 8.04 An annual independent report will be undertaken to verify that the local jurisdiction meets the Maintenance of Effort requirements. Any local jurisdiction that does not meet its Maintenance of Effort requirement in any given year may have its Improve Local Transportation fund received pursuant to the Expenditure Plan reduced in the following year by the amount by which the jurisdiction did not meet its required Maintenance of Effort. Such funds shall be redistributed to the remaining eligible jurisdictions.

Every agency that receives Repair Roads subprogram funding must allocate an appropriate percentage of its allocation to disadvantaged areas within its jurisdiction. Each agency must determine this through its CIP, as identified elsewhere in these Procedures. The FCTA Board may review an agency's disadvantaged areas funding determination.

Should the average PCI of the streets or roads within a jurisdiction either exceed 78, or the lowest PCI on any street within the jurisdiction is 65 or higher, Road Repair Subprogram funds in excess of what is needed to maintain street conditions above a PCI of 78 may be utilized as Subprogram 1.2 or 1.3. Improvement funds.

Eligible Projects/Programs

- ✓ Street and road maintenance for publicly owned facilities (pavement and pothole repair, drainage improvements, other related improvements), including:
 - Planning and environmental analysis.
 - Conceptual and preliminary engineering.
 - Design engineering (PS&E).
 - Right-of-way acquisition, support, and relocation.
 - Utilities relocation.
 - Construction (rehabilitation, maintenance, and/or reconstruction) of streets and roads, unpaved roads, and alleys.
 - Inspection of construction engineering.
 - Direct staff time (salary and benefits).
 - Consultants selected consistent with a local agency selection process and the State Contract Act.
 - Construction contractors selected consistent with a local agency selection process and the State Contract Act.
 - Labor, materials, and equipment for day labor.
 - Public engagement and education programs.
 - Applications of new technologies.

Privately owned streets and roads are not eligible for funding under this Subprogram, nor are streets within a CFD or similar mechanism.

Subprogram 1.2 – Improve Local Transportation

Introduction/Purpose

This Subprogram intends to recognize that:

- ✓ Not every community in Fresno County has the same transportation needs.
- ✓ Transportation needs can change over time.
- ✓ Local match funding is consistently a requirement for transportation funding grant programs, and the larger the match, the more competitive grant applications typically are.
- ✓ A 20-year Fix Our Roads Measure cannot predict all of the transportation needs within a community over that 20-year period; agencies need flexibility to adapt to changing needs.

This Subprogram is intended to give the sixteen local agencies in Fresno County flexibility to respond to each of these situations. It is intended to allow each agency to determine how best to spend these transportation dollars. This subprogram consists of three categories: **1.2.1 - Improve Streets & Roads, 1.2.2 - Public Transit, and 1.2.3 –**

Bike & Pedestrian. Each category will be described separately, but it is up to each agency to determine how much of the overall Subprogram funding will be allocated to each Category on an annual basis. Each agency can use these Subprogram funds to supplement Subprogram 1.1, Road Repair, if those funds are insufficient in any given year.

The Categories listed below encompass a range of projects and programs that local agencies may choose to fund with Fix Our Roads Measure allocations. It is essential for these agencies to adhere to the established procedures and requirements detailed in the following sections. Compliance with these guidelines ensures the effective and responsible use of resources to benefit the community.

Implementing Agencies

Improve Local Transportation Subprogram proceeds will be allocated to each of the fifteen incorporated cities and Fresno County.

Subprogram Disbursement Process/Requirements

- ✓ Funding Allocation Process:
 - Allocations made by the Authority to the local agencies will be based on the approved annual population / road miles estimate.
- ✓ Inclusion of Projects in Approved Budget or Related Program:
 - Improve Local Transportation Subprogram projects or programs shall be included in the local agencies' five-year Capital Improvement Program (CIP) and annual budget.

Improve Local Transportation Subprogram funds utilized for projects or services contained within one of the other Fix Our Roads Measure programs will also follow the same monitoring, reporting, and performance criteria established through these Implementing Procedures for those programs.

While not specifically included within the Subprogram 1.2 list of eligible projects, local agencies may utilize these funds for local airport improvements.

Category 1.2.1 - Improve Local Streets & Roads

Performance Indicators

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

- ✓ Number of bottlenecks eliminated.
- ✓ Additional lane miles.
- ✓ Signals and other stop control devices or signage installed.
- ✓ Safety improvements, including vehicles, bikes, and pedestrians; reduction in accident rates.
- ✓ Miles of sidewalks built or repaired.
- ✓ Miles of street lighting installed.
- ✓ Number of bridges repaired or upgraded.
- ✓ Miles of alleys repaired or paved.
- ✓ Intelligent Transportation Systems (ITS) elements or projects installed.
- ✓ Miles of high-speed internet underground conduit installed.
- ✓ Timely use of funds.
- ✓ Matching funds obtained.

Development of actual performance measures will be accomplished through the Strategic Implementation Plan (SIP) as described elsewhere in this document and the Expenditure Plan.

Eligible Projects/Programs

Improve Streets & Roads Category funding can be used on a wide variety of transportation projects and services, including:

- ✓ Street Improvements:
 - Eliminating bottlenecks in existing streets caused by inconsistent growth patterns.
 - Additional lanes in street and road projects.
 - Rehabilitation, maintenance, and/or reconstruction projects.
 - Signals and other stop control devices or signage.
 - Safety improvements: vehicles, bikes, and pedestrians.
 - Medians.
 - Street trees and street landscaping.
 - Sidewalks and sidewalk repairs.
 - Street lighting.
 - 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) elements or projects.
- ✓ ADA Compliance:
 - Curb cuts, ramps, and striping to remove barriers.
 - Other improvements necessary to meet transportation ADA standards and requirements.
 - Other special transportation services.
- ✓ Transit Oriented Development (TOD) transportation improvements.
- ✓ Electric vehicle (EV) fleet conversion and/or infrastructure.
- ✓ Underground infrastructure to accommodate internet connectivity.
- ✓ Supplement Major Streets and Highways - Improve Safety/ Reduce Congestion Subprogram projects.
- ✓ Grade separations.
- ✓ Environmental Sustainability projects or programs.
- ✓ Other transportation-related improvements and/or projects.

Full eligibility will be included in the Authority's Strategic Implementation Plan (SIP) as described in the Expenditure Plan.

Timely Use of Funds

Every three (3) years, there will be a compliance test where jurisdictions must show they have spent their Local Street Improvement category funds; however, agencies are allowed to accumulate funds for up to 6 years if needed for match purposes or for a large project.

If an agency is not in compliance with the 6-year requirement, the Authority may withhold funds until the jurisdiction is compliant.

Other Requirements

Streets or roads constructed or reconstructed under this Category shall follow the requirements delineated in the Bike and Pedestrian Category section of these Procedures titled "Requirements Applying to All Facilities Utilizing

Any Fix Our Roads Measure Program Funds.” Refer to “**Requirements Applying to All Facilities Utilizing Any Fix Our Roads Measure Program Funds**” of this document for additional information.

Reporting Requirements

Agencies will include all planned projects within their jurisdiction that intend to use Improve Streets & Roads funding in their 5-year Capital Outlay Plan and annual budget.

Category 1.2.2 - Public Transit

Overview/Purpose

Public Transit is fully funded through the Transit Reimagined Subprogram. However, an agency may use Subprogram 1.2 funding to cover temporary funding shortfalls or to assist with implementing transit service alternatives identified through the Transit Reimagined Study (Subprogram 2.2).

See **Subprogram 2.2 -- Transit Reimagined** for details on Implementing Agencies, Subprogram Disbursement, Eligible Projects/Programs, and Performance Indicators

Category 1.2.3: Bike and Pedestrian

Overview/Purpose

The purpose of the Bike and Pedestrian Category is to provide matching funding for bike, pedestrian, and trail facilities and services, and safe routes to schools that will increase safety, reduce automobile trips and vehicle miles traveled (VMT), thereby improving air quality, reducing greenhouse gas (GHG) emissions, and improving health. Improvements to existing and planned pedestrian, trail, and bicycle systems have gained prominence across the State and in Fresno County. There are significant opportunities to fund these types of projects with State and federal funds. Fix Our Roads Measure funding will provide additional opportunities for the local agencies to leverage State and federal funds.

Implementing Agencies

Each of the sixteen agencies in Fresno County is eligible for this Category.

The 2006 Measure C required that each local agency develop and maintain an Active Transportation Plan (ATP) for its jurisdiction. The Fix Our Roads Measure will require regular updates of these ATPs, which will serve as the basis for funding these types of projects within the sixteen jurisdictions.

Funds from this Category can be utilized to improve bike & pedestrian mobility and safety, with a special emphasis on Safe Routes to Schools and Americans with Disabilities Act (ADA) improvements. Fresno COG will prepare the Regional Active Transportation Plan (ATP), and FCTA will develop and apply performance indicators and measures. Fresno COG will receive periodic funding to update the Regional Active Transportation Plan.

Matching Funds Requirement

Significant opportunities exist for obtaining matching funds for Active Transportation Projects. It is essential that all agencies that receive Fix Our Roads Measure funding aggressively pursue obtaining matching funds. Fresno COG can provide grant writing assistance to any agency unable to perform this work in-house. Any ATP-type

project submitted for Fix Our Roads Measure funding without matching funds must provide written justification for full Measure funding.

Disbursement Process/Requirements

- ✓ Funding Allocation Process:
 - Allocations made by the Authority to local agencies will be based on the approved annual estimate of population / road miles .
- ✓ Inclusion of Projects in Approved Budget or Related Program:
 - Active Transportation Plan projects shall be included in a local agency Five-year Capital Improvement Program (CIP) and annual budget.

Master Plan Requirements

By January 1, 2028, all jurisdictions within Fresno County will have updated their Active Transportation Plans to include trail, bicycle, and pedestrian facilities that promote connectivity and complete streets across the entire county and its urban areas. Fix Our Roads Measure funds may be used for the following activities:

- ✓ Development or update of a local agency's Active Transportation Plan.
- ✓ Development or update of the Fresno Regional Active Transportation Plan.

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

Allowed Accumulation of Earmark Funds Over Five (5) Years

Every five (5) years, there will be a compliance audit where jurisdictions must certify to the Authority that they have spent their allocated funds; however, funds are allowed to accumulate up to a six (6) year period (if needed) for match purposes or for a large project--then the spending goals must be met thereafter.

Eligible Projects/Programs

The following transportation projects are eligible for Active Transportation Plan funding:

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

- ✓ Eligible investments would include all recognized project phases, including:
 - Planning and environmental analysis.
 - Conceptual and preliminary engineering.
 - Design engineering (PS&E).
 - Right-of-way acquisition, support, and relocation.
 - Utilities relocation.
 - Inspection of construction engineering.
 - Direct staff time (salary and benefits).
 - Consultants selected consistent with a local agency and State Contract Act selection process.
 - Construction contractors selected consistent with a local agency and State Contract Act selection process.
 - Labor, materials, and equipment for day labor.
- ✓ Other Requirements:
 - Compliance check.
 - Fund accumulation and non-compliance requirements.
 - Claims process/disbursements.
 - Monitoring/reporting requirements.
 - Audit process.

Allocations for Active Transportation Facilities

Fix Our Roads Measure funds may be used for new construction, improvements to, and maintenance of Active Transportation Plan facilities, and for Active Transportation Plan updates.

Definitions and Eligibility Requirements

The most current version of the Caltrans Highway Design Manual (HDM) Chapter 1000 will be used to determine bicycle facility eligibility, type, and standards. If the HDM does not have appropriate standards for rural trails, these types of facilities should follow design and construction guidance as contained in the 2015 California State Parks Accessibility Guidelines, or similar guidance documents:

<https://www.parks.ca.gov/pages/21944/files/2015%20california%20state%20parks%20accessibility%20guidelines.pdf>.

Bicycle and Pedestrian Requirements Applying to All Facilities Utilizing Any Fix Our Roads Measure Program Funds

All streets and roads constructed or improved in whole or in part with Fix Our Roads Measure funds shall include “Complete Street” features. A complete street is defined as a transportation facility that is planned, designed, constructed, operated, and maintained to provide comfortable and convenient mobility, and improve accessibility and connectivity to essential community destinations for all users, regardless of whether they are travelling as pedestrians, bicyclists, public transportation riders, or drivers. Streets and roads that utilize the Repair Roads Subprogram funds for maintenance and repair of streets are encouraged, but not required, to include complete street elements that do not require additional pavement width.

- ✓ New Pedestrian Facilities:
 - Every highway, expressway, super-arterial, arterial, or collector (exempting freeways) within the urbanized areas throughout the County that is constructed or reconstructed in whole or in part with Fix Our Roads Measure funds shall include sidewalks, paths, walkways, or equivalent facilities on both sides of the street, road, or highway for use by pedestrians. Reconstruction projects accomplished

exclusively through the Repair Roads Subprogram are exempt from this requirement. However, agencies are encouraged to utilize other funding sources to provide these pedestrian facilities where none currently exist.

- Facilities built and maintained by the State of California, and projects that are either for routine maintenance or traffic safety purposes, are exempt from this requirement; however, Caltrans should be encouraged to implement these features where feasible and consistent with Caltrans regulations.
- 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 in whole or in part with Fix Our Roads Measure funds shall include accommodations for bicycle travel by a striped shoulder with a minimum width of four feet (4'). This 4' shoulder may be provided as a bike lane². If an existing highway, expressway, super-arterial, or collector is reconstructed and said reconstruction includes pavement widening, that project will also be subject to this requirement. Reconstruction projects accomplished exclusively through the Repair Roads Subprogram are exempt from this requirement. However, agencies are encouraged to utilize other funding sources to provide these bicycle facilities where none currently exist.
 - Likewise, all such roadways within the County receiving pavement reconstruction (without pavement widening), rehabilitation, or an overlay, slurry seal, chip seal, or seal coat funded in whole or in part with Fix Our Roads Measure funds shall include accommodations for bicycle travel by a striped shoulder with a minimum width of four feet (4') unless there is insufficient pavement width. This 4' shoulder may be provided as a bike lane.
 - On a multilane roadway, conversion of travel lanes to bicycle facilities is eligible, provided the agency responsible has determined that excess roadway capacity exists, that removing a lane will not result in congestion or reduced safety, and that the bicycle facilities are allowable.

Maintained Pedestrian or Bicycle Facilities

Any maintenance to a street, road, or highway funded in whole or in part by Fix Our Roads Measure 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 to an agency that determines, after a properly noticed public hearing, that one or more of the exceptions listed below exist. 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 a proposed project using Fix Our Roads Measure funds and to identify the specific exceptions. The exceptions are:

- ✓ The provision of pedestrian and/or bicycle access is contrary to public safety or creates substantial local agency legal liabilities.
- ✓ An alternative route already exists, or will be built as part of a project, which is equal to or better in terms of safety, distance, and travel time.
- ✓ The cost of the facilities would be disproportionate (exceeding 20% of the cost of the overall project).
- ✓ Sparse population or other measurable factors indicate an absence of need.

² Cycle Tracks or other bicycle facilities that separate bicycle traffic from vehicular traffic with a physical barrier cannot occupy a shoulder that was constructed to allow vehicles to pull off the road or to provide a clear recovery zone unless the responsible agency makes a finding that a shoulder for these purposes is not required.

- ✓ Significant adverse environmental effects would result from the inclusion of the facilities in the project.
- ✓ Opposition by two-thirds (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 this section, “Reconstructed” is defined as the existing full improvement of an existing roadway, but which does not include additional lane capacity. Reconstruction may or may not include shoulder widening.

For this section, “Urban Areas” is defined as the Fresno Clovis Metropolitan Area (FCMA) and the incorporated cities of Fresno County.

Bicycle and Pedestrian Facilities Maintenance

- ✓ “On-going Maintenance” is defined as including:
 - Tree and shrub trimming, tree stake retying, replacement, or removal.
 - Fertilizing, weed control chemicals, and their application.
 - Weed removal.
 - Potholes, breaks in the asphalt surface, or tree root uplifting.
 - Irrigation system repair and upkeep (repair breaks, missing heads).
 - Repair or reset timers.
 - Replace or repair stolen or damaged wires.
 - Litter removal.
 - Replace burned-out light bulbs.
 - Resurfacing of asphalt, except for spot repairs from things such as a broken water line.
 - Restriping any median lines.
 - Installing or replacing signing.
- ✓ “On-going Maintenance” does not include:
 - Paying for the cost of water or electricity.
 - Maintenance at adjacent trail heads or parks.

Performance Indicators

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

- ✓ Miles of missing “path of travel” completed.
- ✓ Miles of Safe Routes to Schools completed.
- ✓ Miles of new bike lanes, paths, or trails.
- ✓ Miles of trail or bike lanes maintained.
- ✓ Miles of new bike lanes included on new road projects.
- ✓ Timely use of funds.
- ✓ Cost per mile.
- ✓ Matching funds obtained.

Development of actual performance measures will be accomplished through the Strategic Implementation Plan (SIP) as described elsewhere in this document and the Expenditure Plan.

Subprogram 1.3 – Major Streets and Highways – Improve Safety/Reduce Congestion

Purpose

The Major Streets and Highways – Improve Safety/Reduce Congestion Subprogram identifies priority major street, road, and highway improvement projects to be implemented over the life of the Fix Our Roads Measure Program. These projects will be funded with Fix Our Roads Measure and/or other transportation funding. Projects within this program are generally considered regional in significance, or provide improved mobility across large urban areas.

Eligible Agencies

Eligible agencies for this program include the fifteen incorporated cities, Fresno County, Fresno COG, FCTA, and Caltrans.

Subprogram Implementation

Implementing Agencies will be designated for each Major Street and Highway project included on the Urban or Rural Project Lists before beginning project development activities. The Implementing Agency will generally be the owner of the facility; however, it may also be the sponsoring agency for a project that is not a part of its system. The Authority may also choose to serve as the Implementing Agency for a project involving facilities owned by others. The owner of the facility must agree to another agency assuming the role of the Implementing Agency. A project's Implementing Agency may vary by project phase.

Definitions

Projects within this Subprogram are generally on the Highway System, but are also on major local arterials that serve more than one city or area of the county or provide improved mobility across large urban areas.

Eligible Project Lists

This Expenditure Plan contains Tier 1 Urban and Rural Project lists for the Major Streets and Highways – Improve Safety/Reduce Congestion Subprogram (reference Tables 4 and 5 of the Expenditure Plan). The Tier 1 projects are priority projects that would be programmed for the Fix Our Roads Measure and other funding over the life of the Measure. Tier 2 projects are unfunded, but may be eligible for funding if additional Measure funding or other unidentified funding becomes available after Tier 1 projects are delivered. Refer to the Expenditure Plan for further information on Tier 2 project funding eligibility.

Flexibility and Plan Modifications

FCTA will conduct biennial Major Corridor Transportation Plan (MCTP) reviews and updates to ascertain project delivery status and the validity of funding availability. Adjustments to delivery schedules and funding contributions may be necessary as part of these updates.

No later than June 30, 2027, the Authority will identify projects from the lists for the first five (5) years of the Fix Our Roads Measure Program. These projects will be selected based on relative priority, deliverability, and cash flow. No later than June 30, 2034, the Authority will identify projects from the urban and rural Tier 1 lists for years 7–20 of the Measure programs, again based on relative priorities, deliverability, and cash flow.

The FCTA Board may consider bonding of future revenues if project needs and deliverability exceed cash flow.

Regional Transportation Mitigation Fee (RTMF) Program

The Fix Our Roads Measure Expenditure Plan sets forth requirements for implementing the Regional Transportation Mitigation Fee (RTMF) Program. See the Expenditure Plan for RTMF details.

Litter Abatement

Litter Abatement along State Highway corridors is an eligible expense under Subprogram 1.3 on a matching funds basis.

Matching funds would be available on a one-for-one basis to secure Caltrans funding for increased litter abatement activities. One-half of the matching funds would come from Subprogram 1.3 -- Major Streets and Highways – Improve Safety/Reduce Congestion, and one-half would come from any Fix Our Roads Measure eligible agency that chooses to participate in the program. Subprogram 1.2 -- Improve Local Transportation may be utilized to provide the local agency matching funds. Any agency requesting Litter Abatement funding will be responsible for coordinating and implementing abatement activities.

FCTA must make a finding that sufficient revenues exist within the Major Streets and Highways – Improve Safety/Reduce Congestion Subprogram before authorizing Litter Abatement funding allocations.

Funding Allocations

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

Other Requirements

Implementing Agencies will be required to report project progress to the Authority on an ongoing basis. The Implementing Agency must thoroughly justify projects requiring cost increases not associated with subsequent project phases. A funding agreement amendment must be approved prior to expending funds beyond the approved project budget.

Implementing Agencies will furnish, install, and maintain project funding signage recognizing the Fix Our Roads Measure funding contribution. Details of said signage are included in these Procedures under *General Procedures - Agency Responsibility for Fix Our Roads Measure Funding Recognition*, and will be contained in the SIP.

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

Project Management Plans

Each Responsible Agency will prepare and periodically update a Project Management Plan (PMP) for each project funded under this Subprogram. PMPs will be submitted to FCTA for their review.

Performance Indicators and Measures

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

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

Development of actual performance measures will be accomplished through the Strategic Implementation Plan (SIP) as described elsewhere in this document and the Expenditure Plan.

Program 2 – Transit Reimagined

The Transit Reimagined Program is intended to provide funding for public transit programs that provide enhanced mobility options for seniors, people with disabilities, and other transit-dependent individuals, encourage people to minimize single-occupancy vehicle trips, and improve air quality.

Improvements to existing and planned transit services have gained prominence throughout the State and in Fresno County. There are significant opportunities to fund public transit improvements using State and federal funds. The Fix Our Roads Measure Subprogram 1.2 allocation will provide additional opportunities for the local agencies to leverage State and federal funding.

Highlights of the Program include two Subprograms: Subprogram 2.1 – Transit Services, and Subprogram 2.2 – Reimagined Transit. Subprogram 2.1 funding will maintain the current level of transit services throughout the County. The Fix Our Roads Measure Expenditure Plan includes provisions for two transit studies:

1. Transit Agency Consolidation Study

The Consolidation Study will focus on the feasibility, cost savings, and service improvements that could be achieved through the consolidation of the three transit agencies in Fresno County.

2. Reimagine Transit Services Study.

The Reimagine Transit Study will include an evaluation of transit service options available worldwide and recommendations on how transit “best practices” can be utilized here in Fresno County. This study will not focus solely on improving the current fixed route services, but will also examine alternative mobility options to increase service availability, efficiency, and cost-effectiveness.

These studies are expected to be completed within approximately two years after the Measure takes effect, or by December 31, 2029. While these are independent studies, they must be coordinated as the results of one may affect the other. Once the studies are complete, the results will be evaluated, and Subprogram 2.1 will be reassessed to determine how to allocate funding for transit services within the County between 2030 and 2047. These Studies are further delineated in the Fix Our Roads Measure Expenditure Plan.

The Authority may grant an extension of these deadlines.

Implementing Agencies

Fresno Area Express (FAX) and Clovis Transit are the urban transit operators in Fresno County. At the same time, Fresno County Rural Transit Agency (FCRTA) provides transit services within the thirteen (13) rural incorporated cities located outside the Fresno-Clovis metropolitan area (FCMA), as well as inter-city transit service, which focuses on providing transit from the small, incorporated cities and the unincorporated communities within Fresno County to the FCMA.

Urban and Rural Public Transit proceeds may be allocated to each of the Transit agencies:

- ✓ Clovis Transit.
- ✓ Fresno Area Express.
- ✓ Fresno County Rural Transit Agency.

Fix Our Roads Measure Program Disbursement Process/Requirements

Funding Allocation Process:

- ✓ Allocations from Subprogram 2.1 will go directly to FAX, Clovis Transit, and FCRTA, except for sufficient funds to perform the Transit Consolidation Study, which will be held by FCTA until the lead agency(s) for the study are identified.
- ✓ Allocations from Subprogram 2.2 will be held by FCTA for the Reimagine Transit Study until the lead agency(s) for the study are identified.
- ✓ Inclusion of Projects and Services in Approved Budget or Related Program:
 - Public transit projects shall be included in each agency's Capital Improvement Program (CIP) and Annual Budget.
 - Annual budget summaries shall be provided to FCTA showing a breakdown between transit operations and transit capital.

Eligible Projects/Programs

The following projects are eligible for Transit Services Subprogram funding:

- ✓ Improve urban and rural fixed-route transit services, including operations:
 - Bus rapid transit routes/systems.
 - Existing transit service and safety improvements.
 - Automated fare box systems.
 - Fleet conversion to evolving clean propulsion technologies.
 - Americans with Disabilities Act (ADA)/Seniors 65 Years of Age and Older/People with Disabilities transit fare subsidy.
 - Bus stop amenities.
 - Improved service reliability and predictability.
 - Improved urban & rural on-demand transit services (Dial-a-ride, etc.).
 - Reduced Public Transit Fare Program for Seniors 65 Years of Age and Older, Students, Veterans, and People with Disabilities.
- ✓ Consolidation of Transit Service Agencies:
 - Total Revenue Hours / Miles.
 - Passenger Trips per Revenue Hour.
 - Boardings per Route / per Day.
 - On-Time Performance (%).
 - Span of Service (hours/day).
 - Frequency (headways).
 - Population & Employment Coverage.
(% of residents/jobs within ¼–½ mile of service).
 - Zero-Car Household Coverage.
 - Service Duplication Reduction (%).
- ✓ Reimagined Transit Services
 - Cost savings & efficiencies.
 - Improved service.
 - Shorter wait times.
 - Innovative services provided.
 - Cost-effective solutions to improving mobility in unserved or underserved areas.
 - Uber/Lyft type services.
 - On-demand ADA rides and transit expansion.
 - Driverless shuttles.
 - First/Last-mile connections.
 - Flexible Transit - flexible routing and scheduling.
 - Shared “rides” such as Green Raiteros, Van Vien.
 - Shared “vehicles” - such as vehicle rentals, Mio Car.
 - Expanded Senior Scrip program to include seniors 65 years and older and people with disabilities.
 - Micro mobility hubs (designed to provide and identify a range of connected travel choices).
 - Any other service or concept identified through the Reimagined Transit Study.

Performance Indicators

To ensure that Fix Our Roads Measure funds are allocated to effective programs that provide better service at lower cost, projects, programs, and services will be evaluated in accordance with the performance indicators and measures process noted below. Development of actual performance measures will be accomplished through the SIP as described below.

Urban and Rural Public Transit Operators are required by California state law to undergo transit performance audits every three (3) years. In general, there are six (6) transit performance indicators used to assess how effectively and efficiently a transit operator operates from a fiscal perspective. Those six (6) performance indicators are:

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

There are also nine (9) transit performance measures, which are derived from these indicators:

- ✓ Operating cost per passenger.
- ✓ Operating cost per vehicle service hour.
- ✓ Operating cost per vehicle service mile.
- ✓ Passengers per vehicle service hour.
- ✓ Passengers per vehicle service mile.
- ✓ Farebox ratio.
- ✓ Vehicle service hours per employee.
- ✓ Vehicle service miles per vehicle service hours.
- ✓ Fare per passenger.

The results of these transit performance measures vary significantly between the urban and rural transit operators, as their service areas and customer base are unique. As a result, it will be necessary to develop detailed transit performance measures within the Strategic Implementation Plan (SIP) that will serve as a companion implementation document to the Fix Our Roads Measure Expenditure Plan and to these Procedures. To ensure the development of high-quality performance measures for public transit, it is envisioned that FCTA or Fresno COG retain the services of professional consultants to develop them. These and other indicators, criteria, or objectives will be taken into consideration when developing performance measures to evaluate the Transit Reimagined Program.

Citizen Oversight Committee

Committee Purpose

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

The purpose of the COC is to inform the public and ensure that Fix Our Roads Measure funding program revenues and expenditures are spent as promised.

Administrative Issues

- ✓ Committee Formation
 - The Committee will be formed within 6 months upon the effective date of the 2026 Fix Our Roads Measure Extension. (July 1, 2027).
 - The Citizen Oversight Committee (Committee) shall not be amended out of the Expenditure Plan; however, its responsibilities may be modified by FCTA via the amendment process.
 - Meetings will commence when Fix Our Roads Measure 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 eleven (11) members, including:
 - Six (6) at-large public members:
 - Membership must represent each one of the five Fresno County Supervisorial Districts; and
 - Three (3) must reside in the Fresno-Clovis Metropolitan Area (FCMA); and
 - Three (3) must reside in areas outside the FCMA, one from the east side, one from the west side, and one from an unincorporated area of the county.
 - Five (5) members who must represent a diverse mix of interested community organizations. The members are expected to provide a balance of viewpoints.
 - Quorum
 - A Quorum will be the majority of active members.
 - A simple majority of the quorum present may approve an action item of the Committee.

Membership Selection

- ✓ Selection Committee
 - Oversight Committee members will be selected by the Fresno Council of Governments Policy Board (the fifteen mayors within Fresno County and the Chair of the Fresno County Board of Supervisors).

- ✓ Recruitment Process
 - Each year, as terms expire or as vacancies occur, annual postings of membership openings will be noticed 60 days in advance of the application process pursuant to Public Utilities Code Section 99238.5.
 - 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.
 - Members may serve consecutive terms.
 - Members will receive compensation in the amount of \$50 for each meeting attended.
 - No proxy voting will be permitted.
- ✓ Eligibility
 - U.S. citizen 18 years of age or older who resides in Fresno County.
 - Not an elected official at any level of government.
 - Not a public employee from Fresno County, nor of any of the incorporated cities, in Fresno County, Caltrans, the Fresno County Transportation Authority (Authority), or the Fresno Council of Governments (Fresno COG).
 - Restricted to individuals without economic interest in any of the Authority's projects.
- ✓ Staffing
 - Fresno COG will staff the Committee and provide technical and administrative assistance to support and publicize the Committee's activities, with the staff assignment subject to approval of the Committee.
 - Fresno COG services and any necessary outside services will be paid using the Fresno County Transportation Authority's Fix Our Roads Measure Extension 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, with a specific report on the local jurisdiction's planned budget for Fix Our Roads Measure fund expenditures and a 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. Still, it must be separate from the comprehensive agency budgets and general and enterprise fund financial reports of the cities and the County of Fresno, and will be prescribed by the Citizen Oversight Committee.
- ✓ Responsibilities
 - COC responsibilities generally include the following:
 - Receive, review, inspect, and recommend action on independent financial and performance audits related to the planning and implementation of the Fix Our Roads Measure 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 Fix Our Roads Measure Extension programs, revenues, or expenditures.
 - Review and comment upon Fix Our Roads Measure 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.



CITY *of* CLOVIS

Report to the City Council

To: City Council
From: Administration
Date: March 16, 2026
Staff: Andrew Haussler, City Manager
Subject: Consider Approval - Change of Council Meeting Schedule.
Recommendation: Approve
Attachments: None

Recommendation:

For the City Council to approve the cancellation of the regular Council meeting scheduled for Monday, April 6, 2026.

Executive Summary:

There is a need to change the schedule of meetings for the City Council in April. Staff is recommending that City Council approve the cancellation for the meeting of Monday, April 6, 2026.

Background:

Staff was able to consolidate the agenda items to the second and third Council meetings in April. Therefore, staff is recommending Council consider canceling the meeting of April 6, 2026, due to the limited number of items on the agenda. Given adequate notice, staff will be able to amend the timing of actions coming forward so that operations will not be affected by the cancellations.

Fiscal Impact:

None.

Reason for Recommendation:

Pursuant to Clovis Municipal Code Section 2.1.01, the City Council meets in regular session on the first, second, and third Monday of each month, except when those Mondays occur on a recognized City holiday. The City Council needs to confirm any change to the schedule of meetings in order to properly notice the public of the City Council's schedule of meetings.

Actions Following Approval:

A revised schedule of meetings will be published in conformance with law.

Conflict of Interest:

None.