

Measure C Steering Committee July 10, 2025



MeasureC2026.com



Fresno Council of Governments Measure C Steering Committee

July 10, 2025



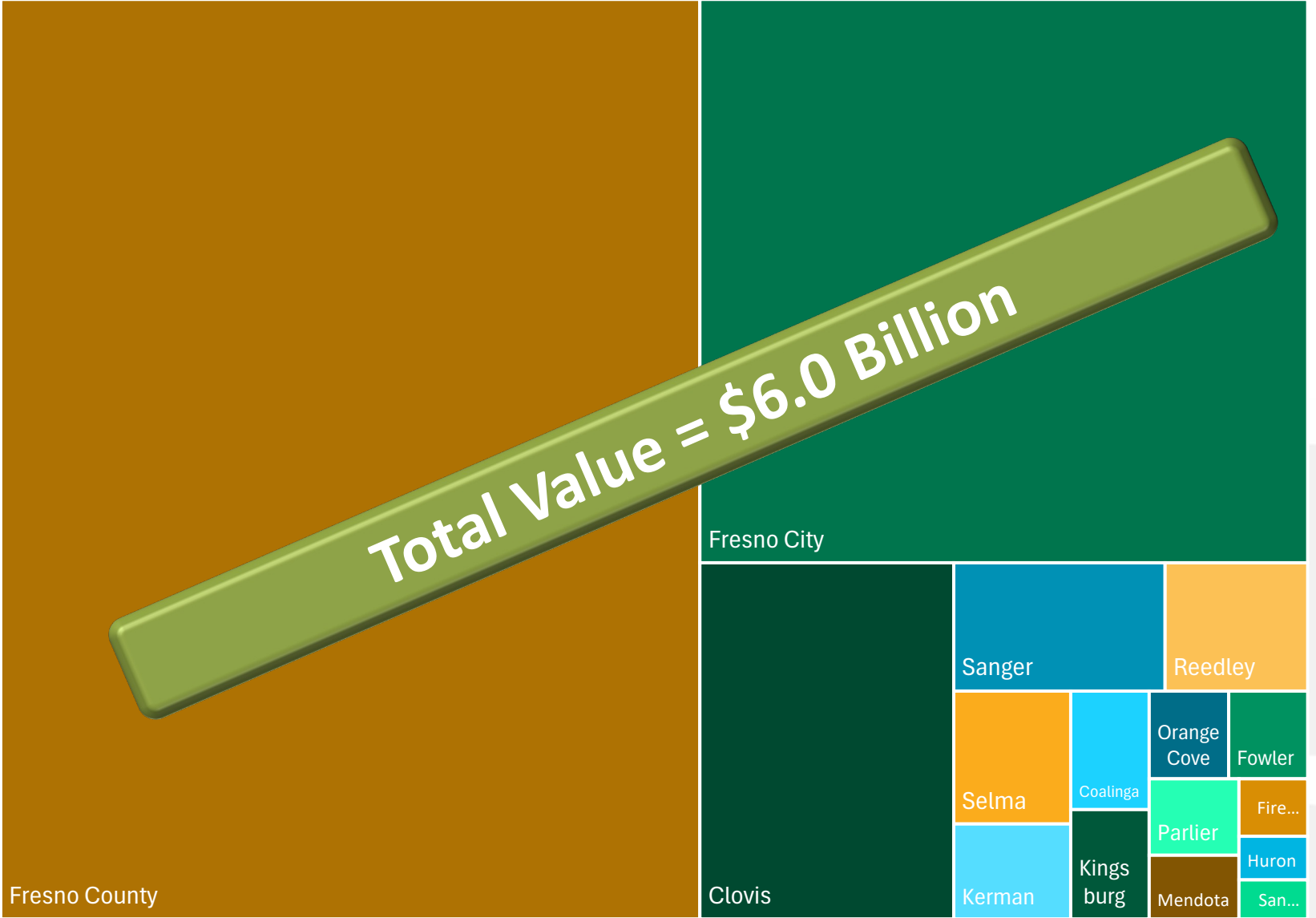
Questions We Are Answering Today



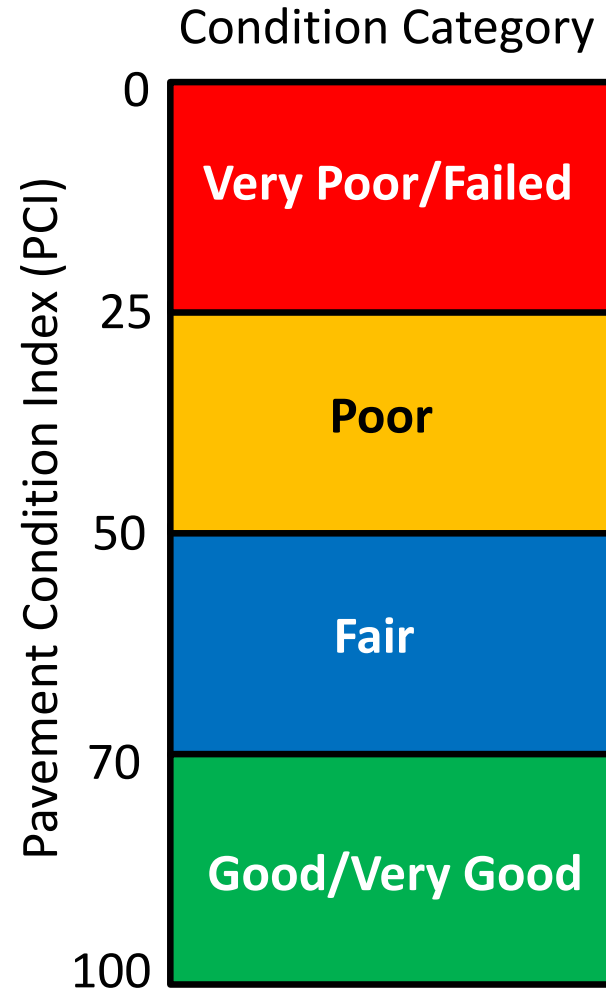
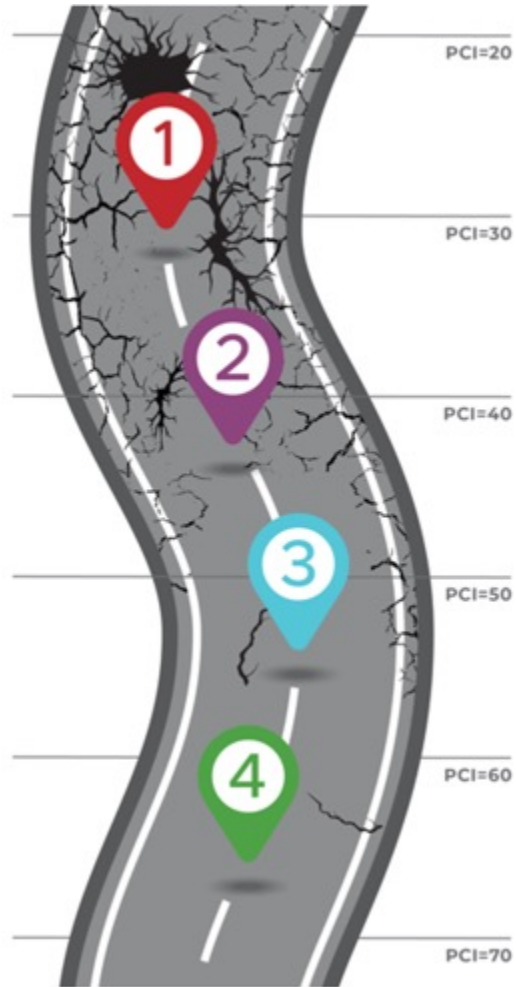
1. How many miles of streets are in Fresno County?
2. What condition are they in?
3. What repairs are needed in the next 25 years?
4. How much funding is needed?
5. How does Measure C help?

Local Street Network in Fresno County

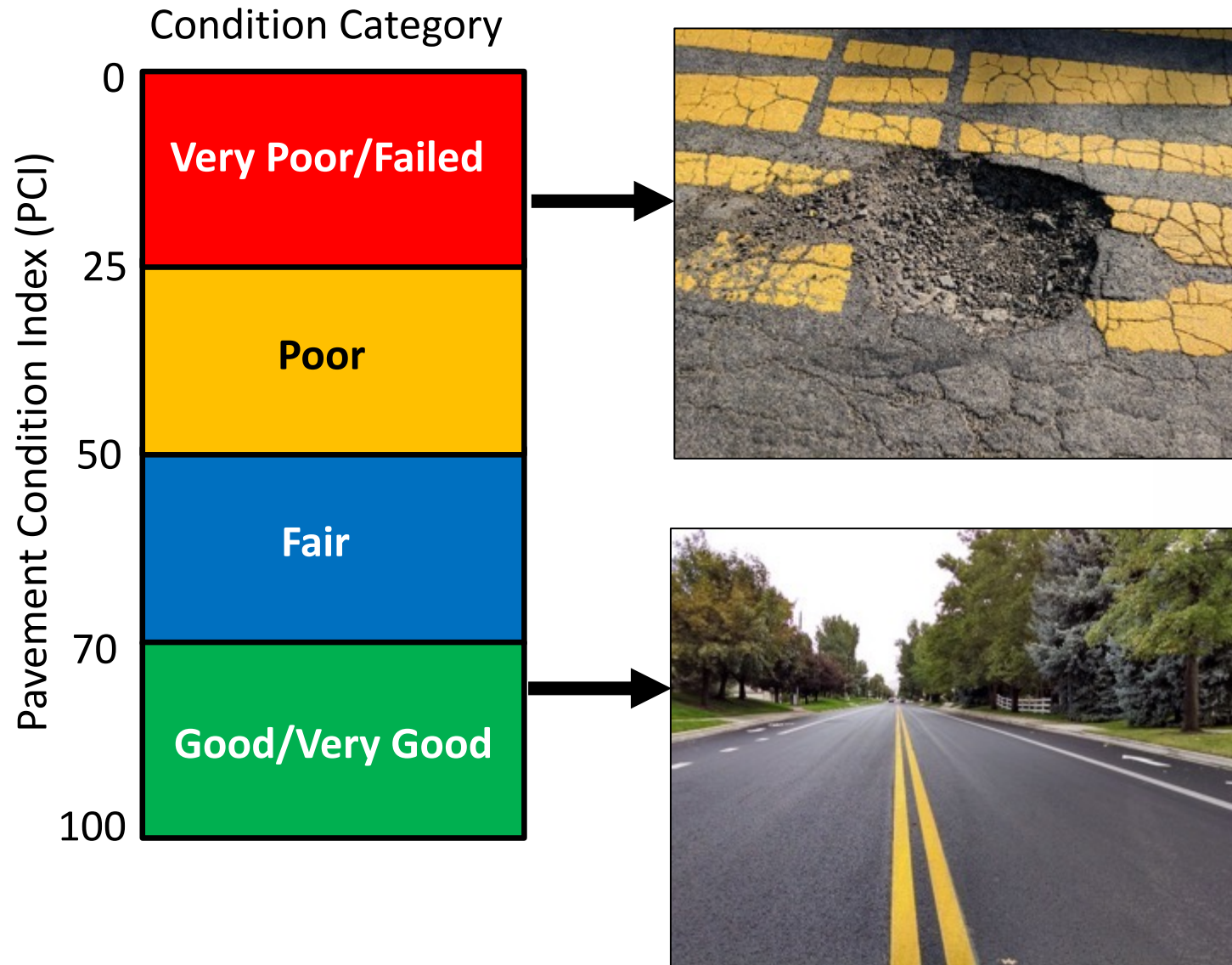
Agency	Maintained Roads (Mile)
Fowler	37.50
Firebaugh	21.20
Huron	16.10
Kingsburg	46.10
Mendota	31.00
Orange Cove	37.70
San Joaquin	14.50
Selma	83.90
Coalinga	50.10
Fresno City	1,846.80
Fresno County	3,467.20
Sanger	146.00
Parlier	37.00
Reedley	98.60
Kerman	59.90
Clovis	487.00
Countywide	6,480.7



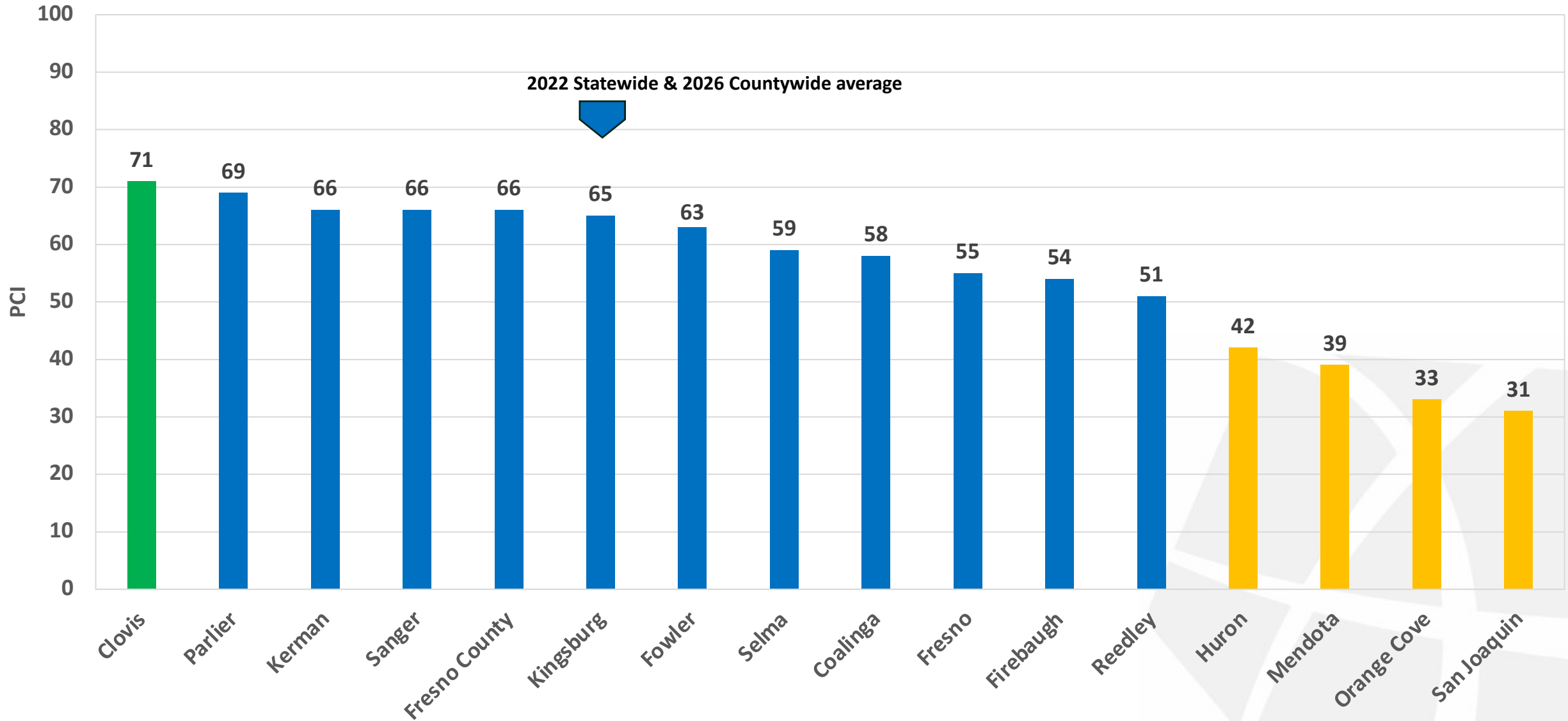
How is Pavement Condition Measured?



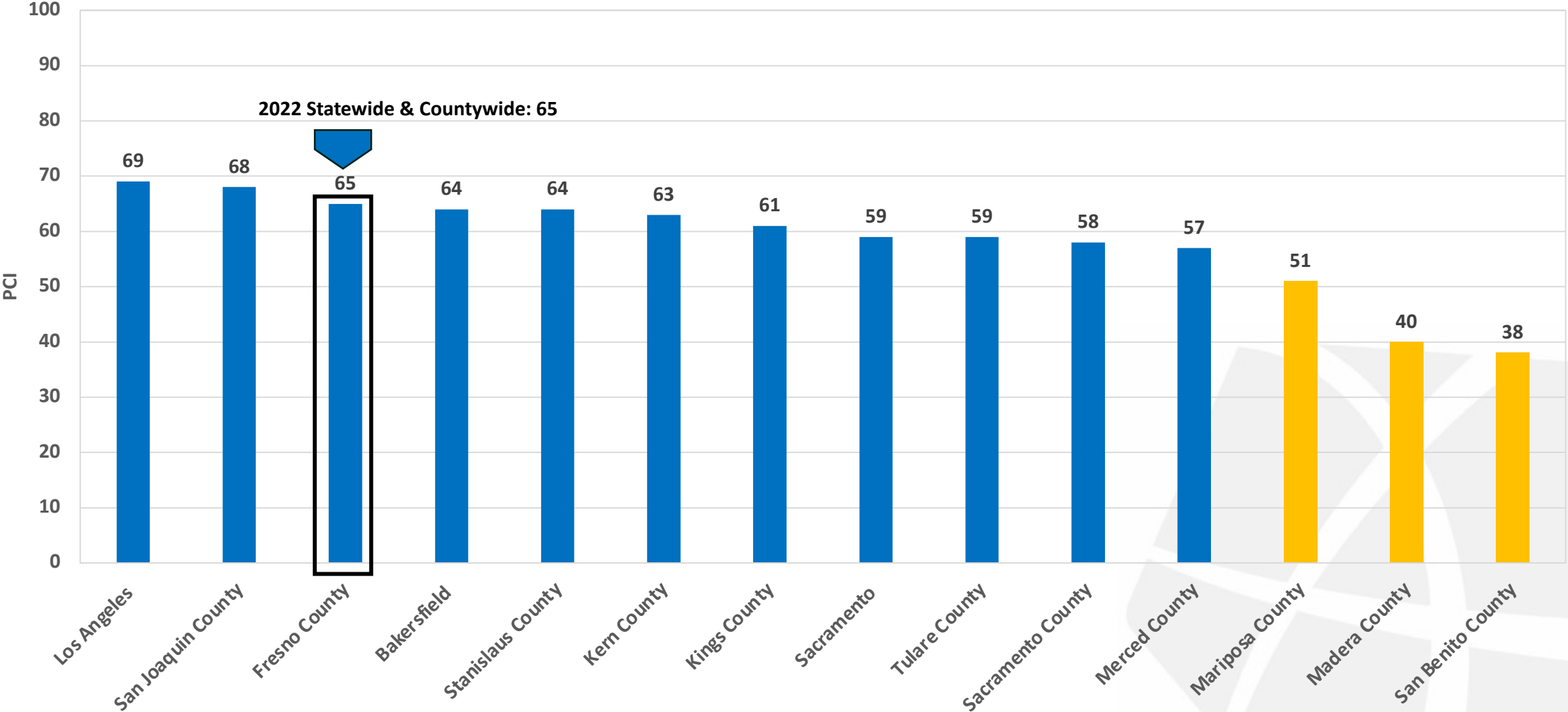
How is Pavement Condition Measured?



What Condition Are Streets In?

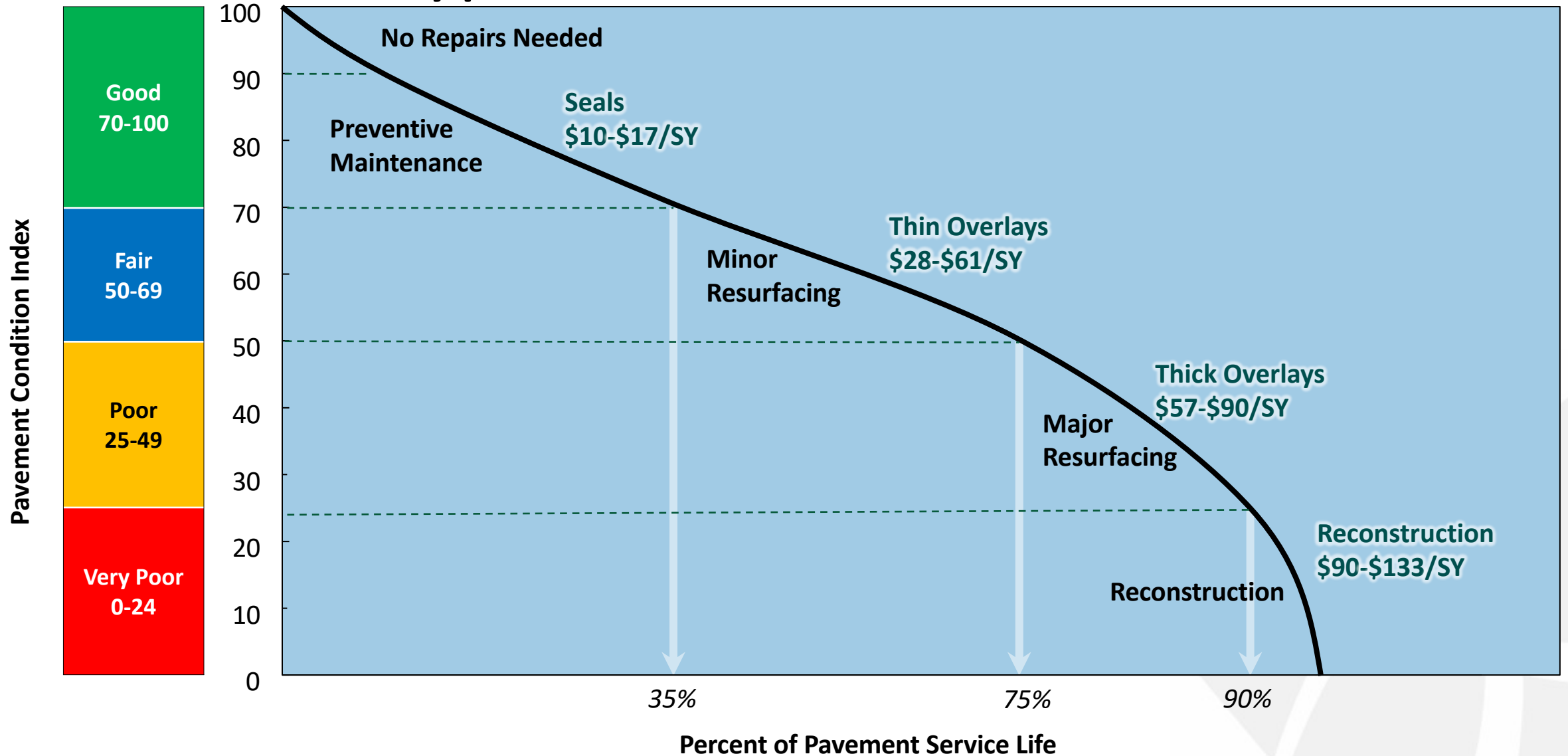


PCIs of Other Cities & Counties

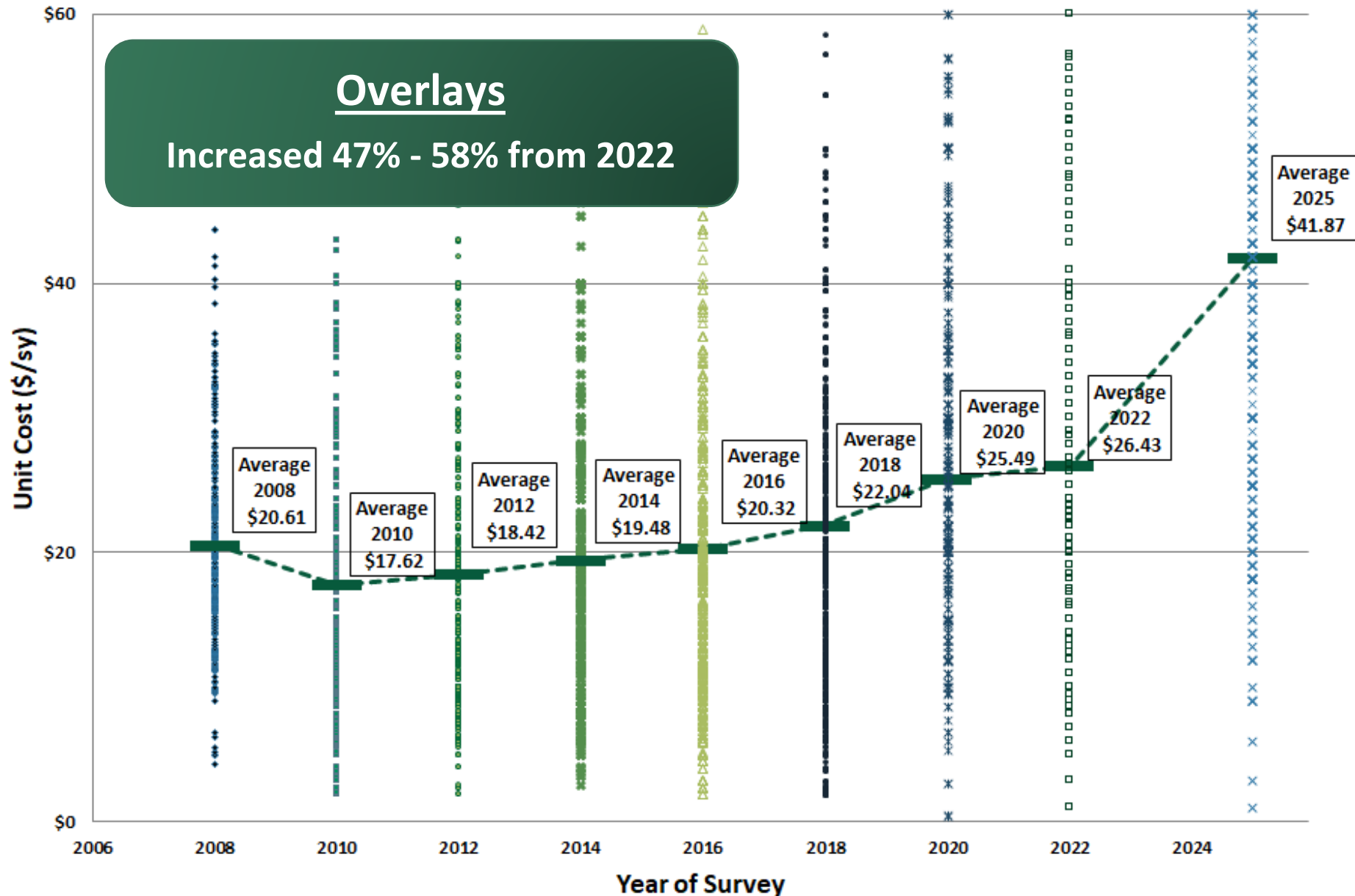


Counties include cities

Typical Construction Costs



Trends in Construction Costs



Significant Changes since 2021

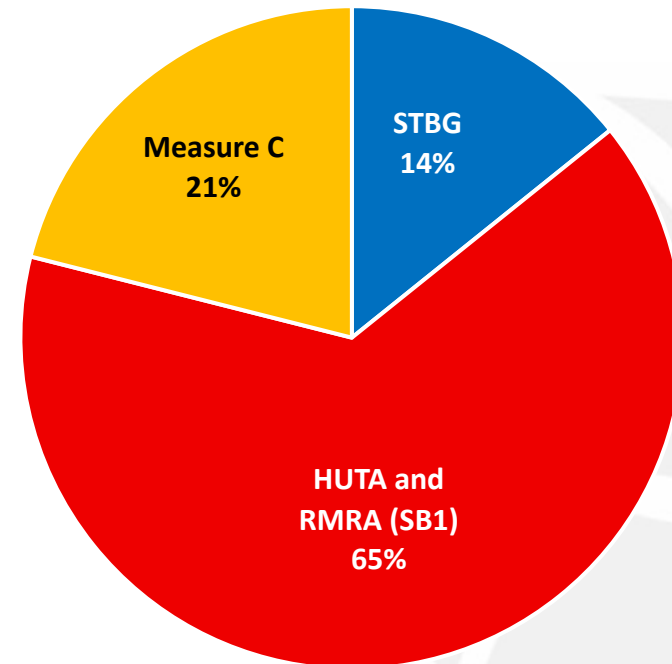
- Countywide PCI has increased to 65 since 2021
 - 2021 – Fresno & County not surveyed by NCE at the time
 - County's PCI 6 points higher in 2025
- Unit costs have increased significantly since 2021/22
 - Seals – 47%
 - Overlays – 47% to 58%
 - Reconstruction – 25%

Jurisdiction	PCI		
	2021	2025	Difference
Clovis	74	71	↓ -3
Kerman	66	66	→ 0
Sanger	66	66	→ 0
Kingsburg	60	65	↑ 5
Fresno County	60	66	↑ 6
Huron	59	42	↓ -17
Parlier	59	69	↑ 10
Coalinga	55	58	↑ 3
Selma	54	59	↑ 5
Fresno	53	55	↑ 2
Reedley	49	51	↑ 2
Fowler	46	63	↑ 17
Firebaugh	42	54	↑ 12
Orange Cove	38	33	↓ -5
Mendota	38	39	↑ 1
San Joaquin	19	31	↑ 12
Overall	57	65	↑ 8

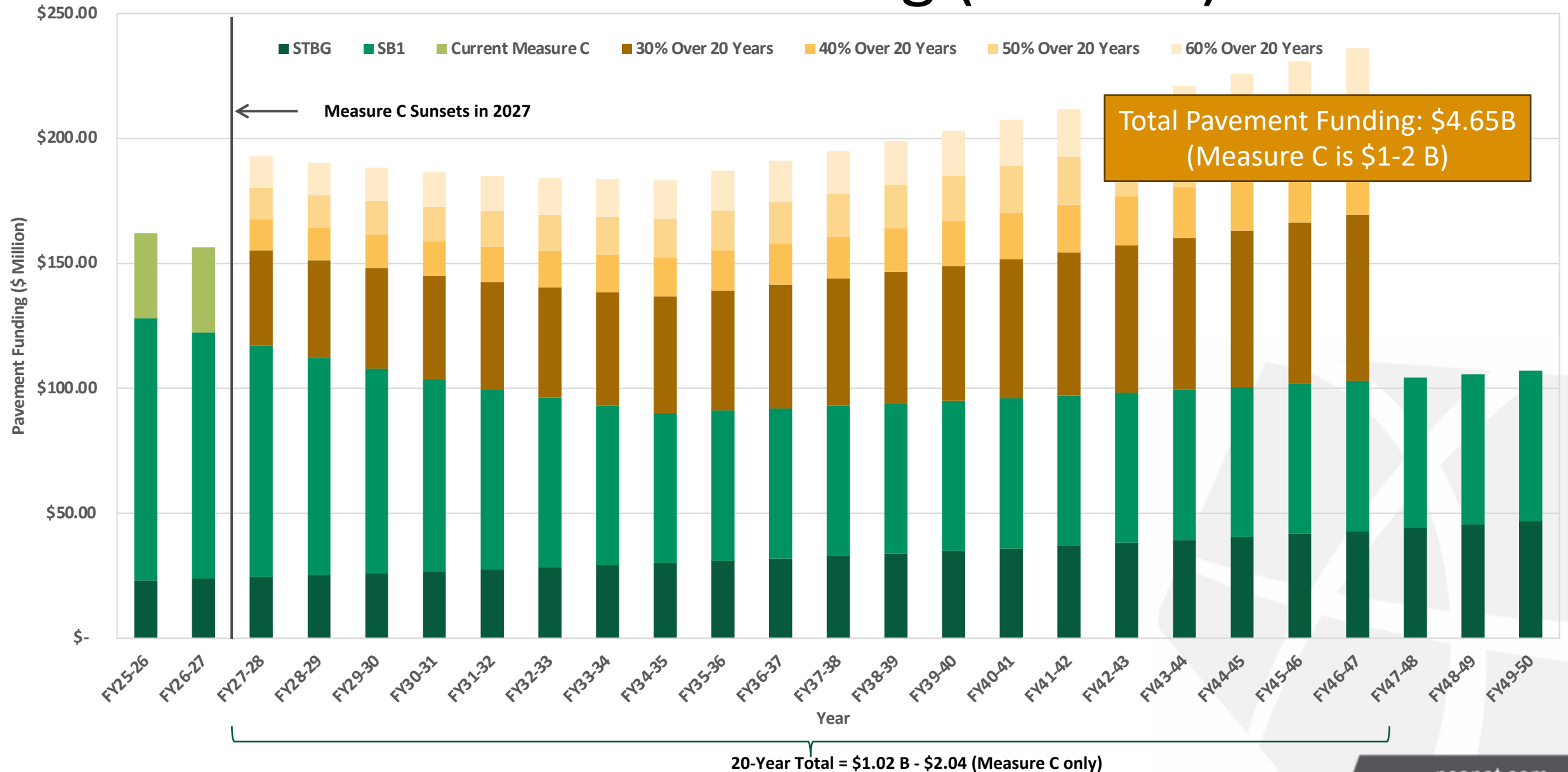
Future Funding Assumptions

- **Road Maintenance and Rehabilitation Act (RMRA) aka SB1**
 - Reduction of 6% annually until 2035, then flat thereafter
- **Surface Transportation Block Grant (STBG)**
 - Federal funding to grow 3% annually
- **Measure C**
 - Estimate (2027/28) approx. \$126.3 Million/year
 - Grows by 3% annually
 - 30%, 40%, 50% and 60% allocated to local roads

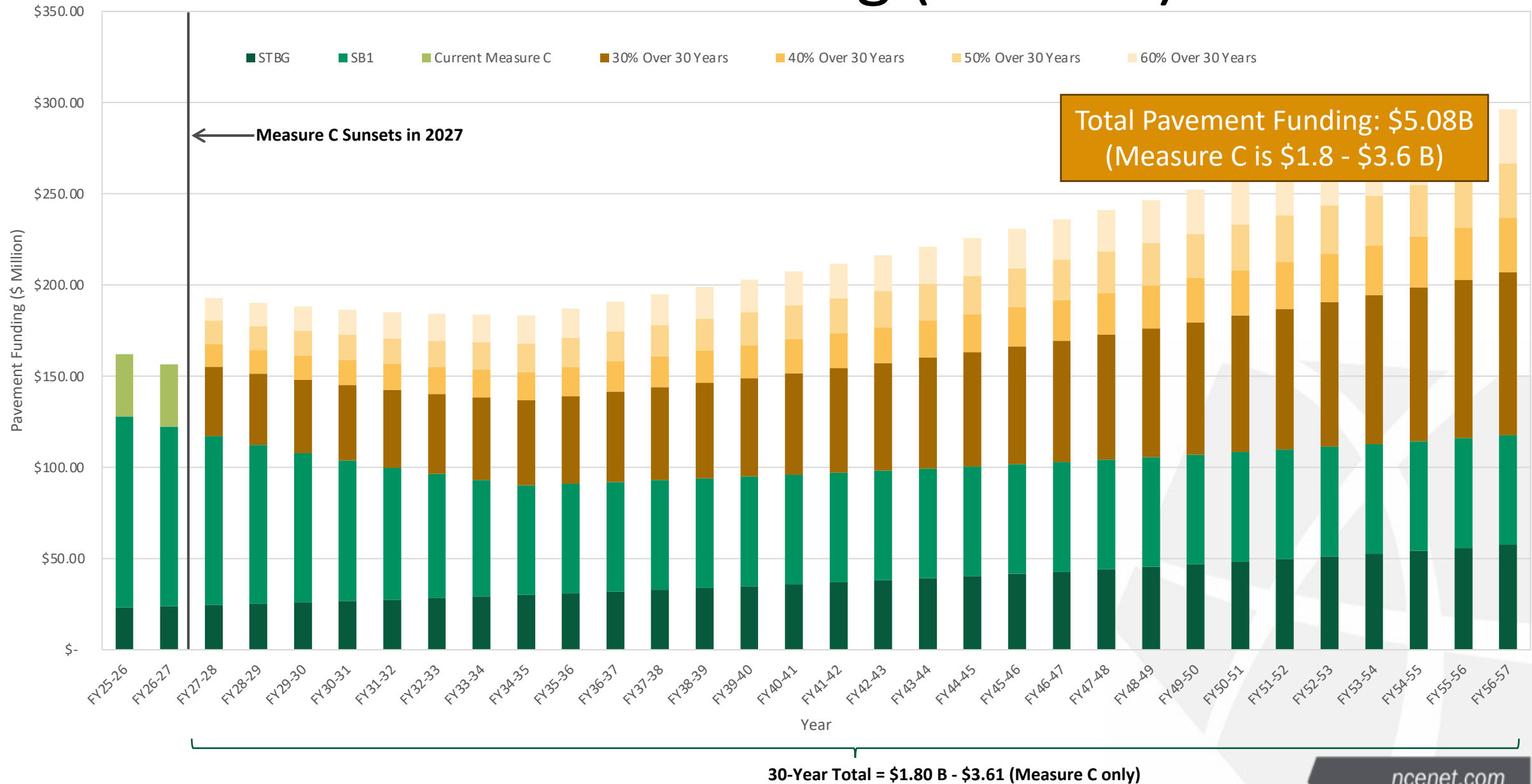
2025 Est. Funding = \$162 M/year



Estimated Funding (20-Year)



Estimated Funding (30-Year)



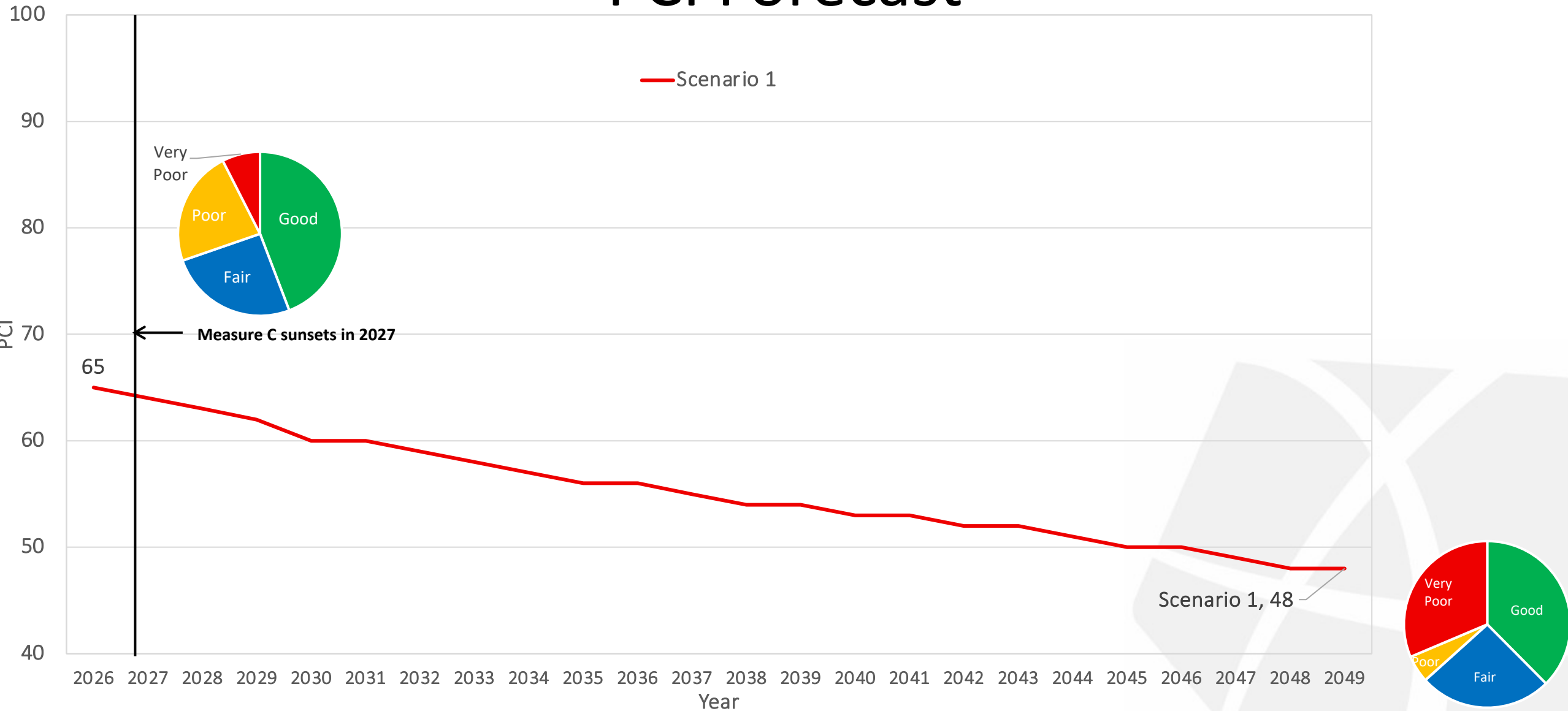
Funding Scenarios

- **Scenario 1:** Measure C sunsets in 2027
- **Scenario 2:** Measure C renewed (30%)
- **Scenario 3:** Measure C renewed 20 years
- **Scenario 4:** Measure C renewed 30 years

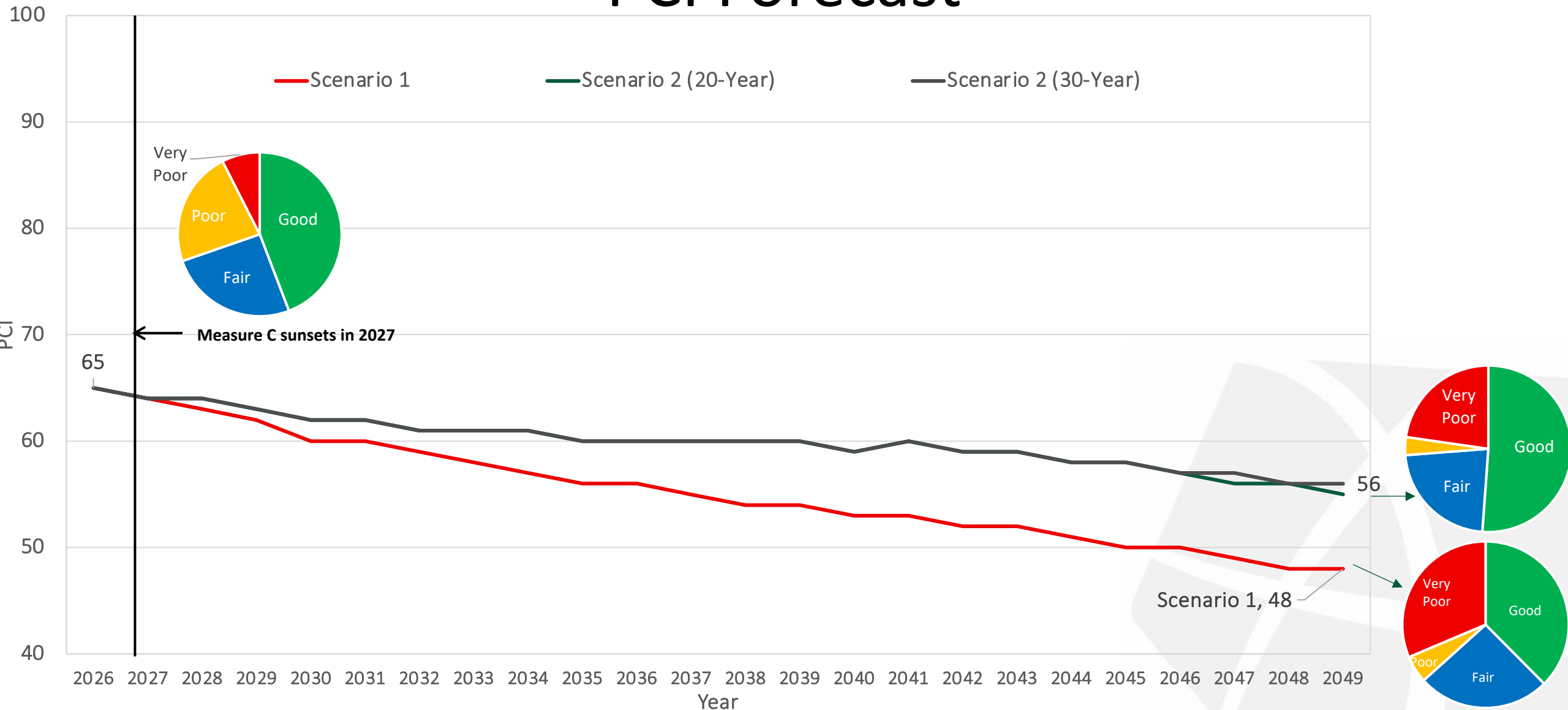


What are impacts on road conditions?

PCI Forecast

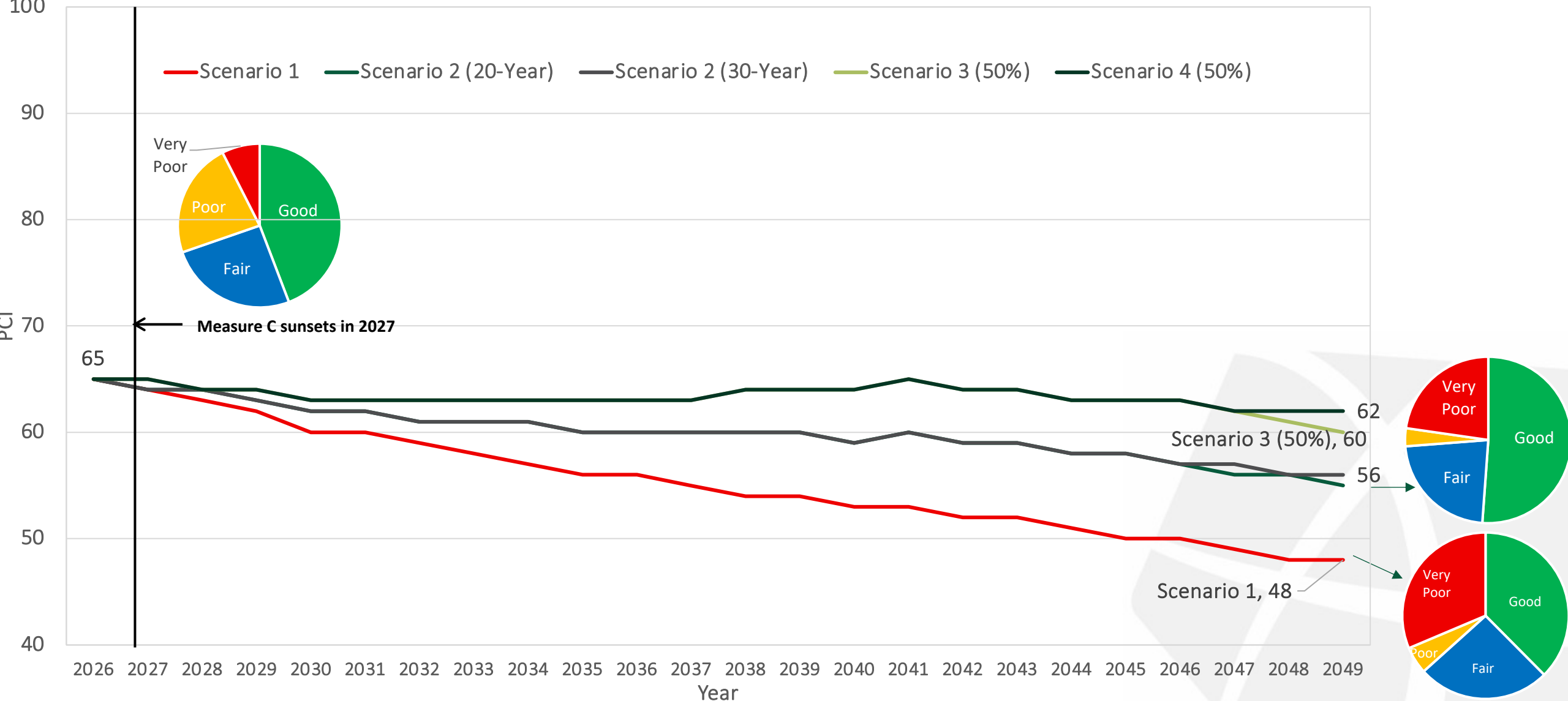


PCI Forecast



PCI Forecast

PCI

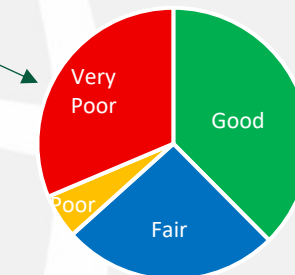
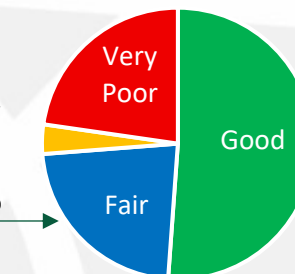
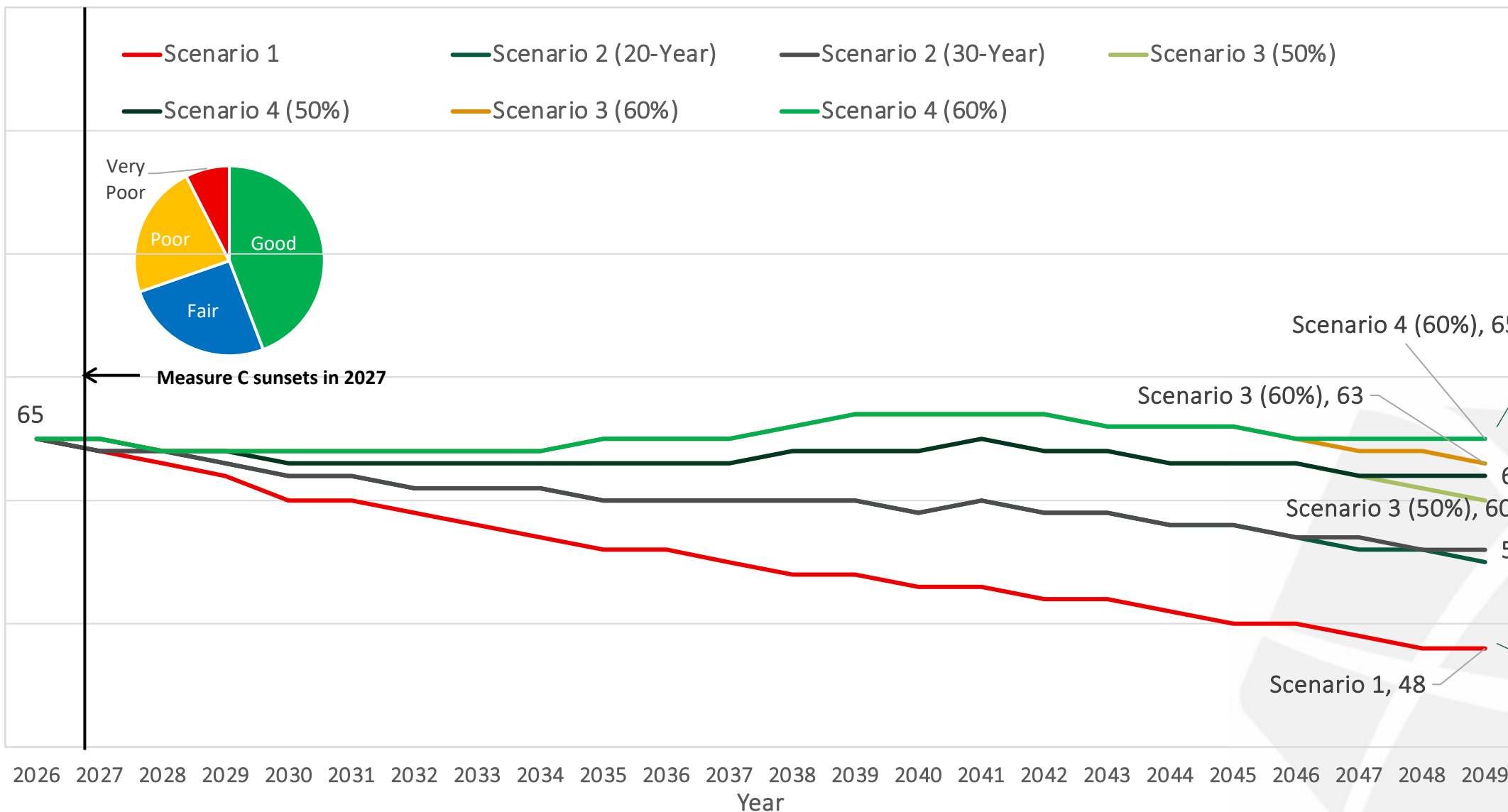


PCI Forecast

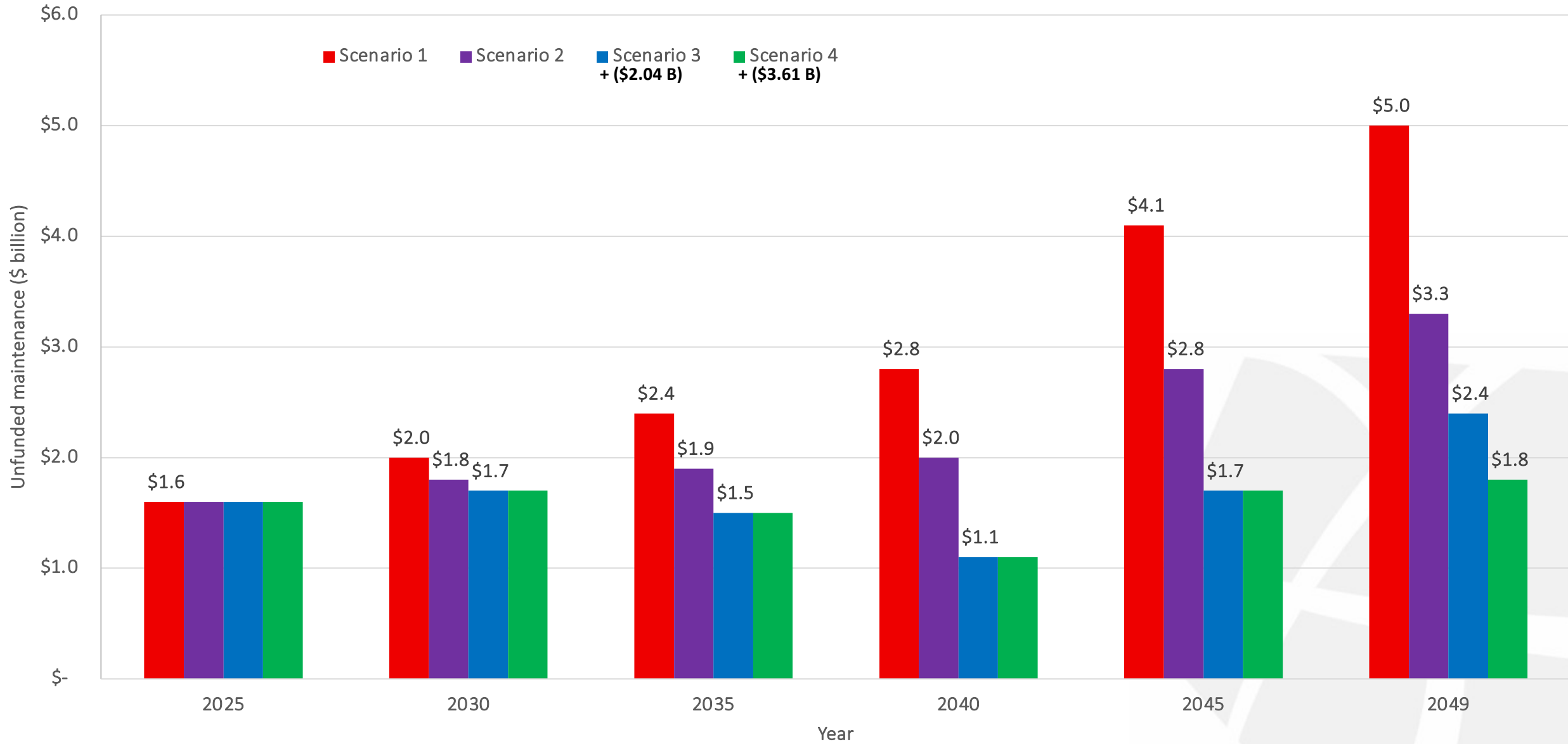
100

PCI

40



Unfunded Maintenance



Summary

- Pavements represent a substantial investment (\$6.0 Billion) in County
- Pavement network is in Fair condition (PCI = 65 in 2026)
- Scenario 1:
 - If Measure C Sunsets in 2027, the countywide PCI will decrease to 48
- Scenario 2:
 - Measure C is renewed (30%) - PCI drops to 56
- Scenario 3:
 - Measure C is renewed for 20 years (50 & 60%) – PCI will be 60 and 63, respectively.
- Scenario 4:
 - Measure C is renewed for 30 years (50% & 60%) – PCI will be 62 and 65, respectively.
- Improving PCI will require additional funding



Margot Yapp, PE

MYapp@ncenet.com

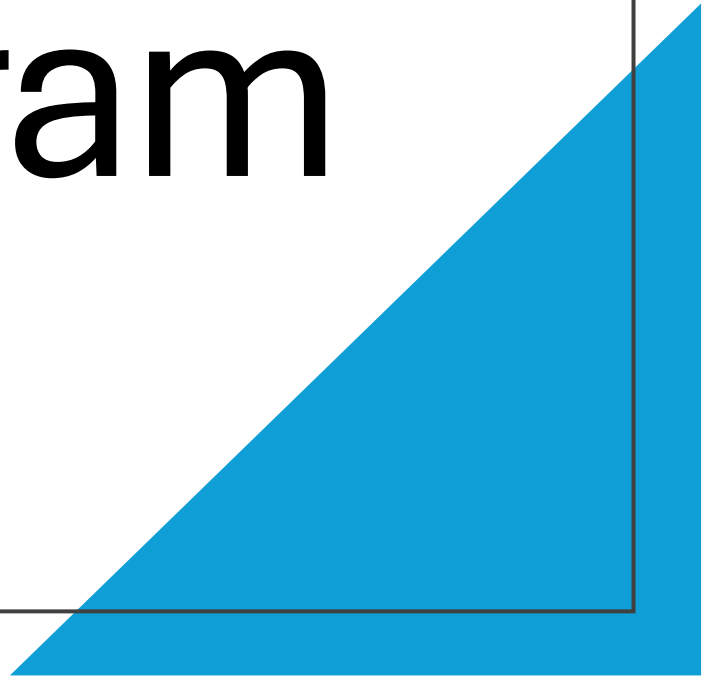
Shahram Misaghi, PE

SMisaghi@ncenet.com

Measure C

Regional Program

Capital Projects, Safety/Operational Improvements
and Congestion Relief



Regional Projects Defined

- Regional projects are generally considered those streets, roads, highways, freeways or other facilities used daily by the residents of multiple communities.
- The original Measure C in 1986 invested 75 percent of its funding into the Regional Program with a vision of opening, extending or widening State Routes 41, 99, 168 and 180 in and around the Fresno/Clovis metropolitan area.
- With that core of the urban and suburban freeway system completed, future improvements could focus on safety, operational improvements and sustainability.

Regional Projects Defined

- Multimodal operational improvements could include auxiliary lanes, freeway interchange improvements, ramp metering projects, transportation demand management infrastructure (complete streets treatments), managed lanes and “smart corridor” concepts that maximize existing capacity.
- Statewide, about 58 percent of freeway and highway improvements are funded by local “self-help” initiatives such as Measure C.
- Historically, the Regional Program has been divided between urban and rural shares and, in the current Measure, included funding for Fresno Yosemite International Airport (FAT).

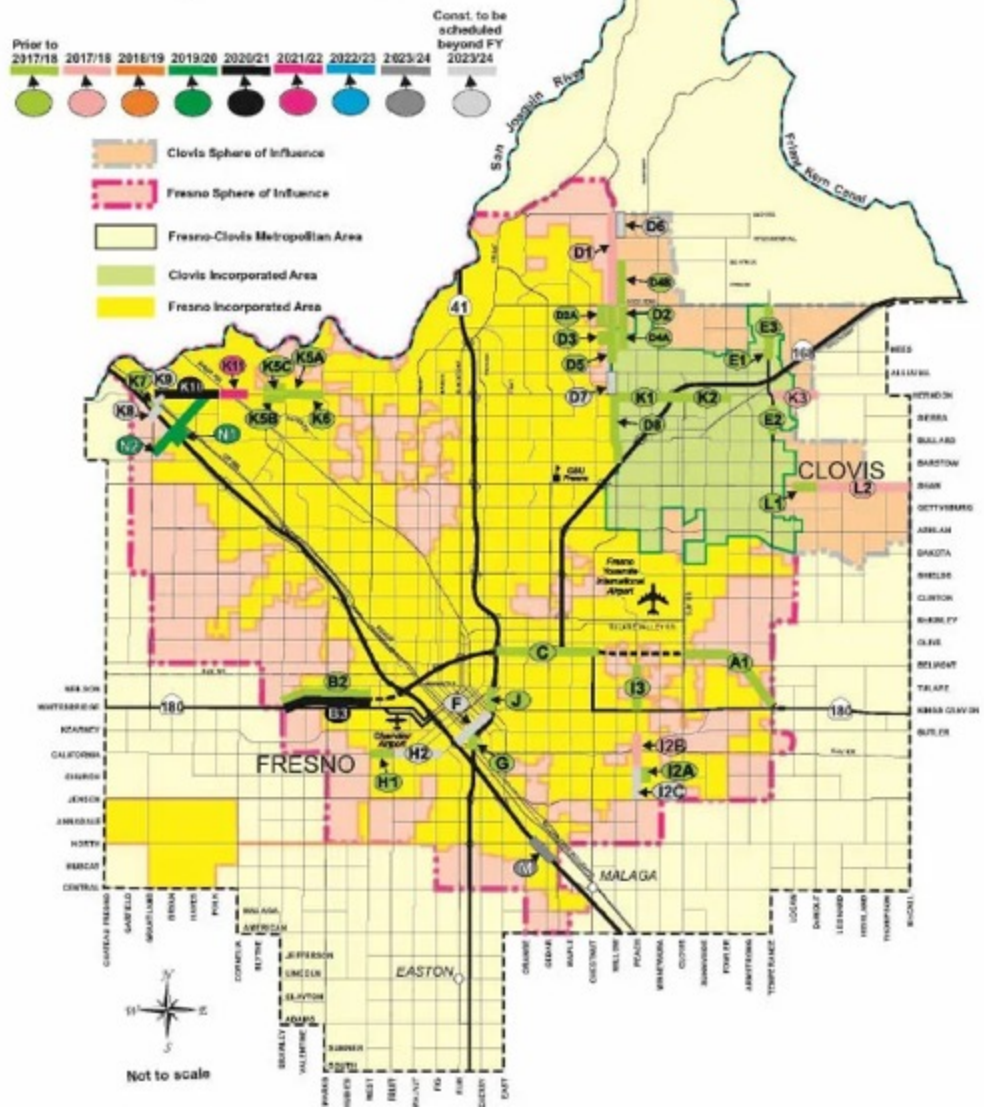
Regional Projects Defined

- State law now emphasizes a reduction in single-passenger vehicle trips, which generally disincentivizes road widening.
- Caltrans considers congestion relieving projects off the main line highway or freeway to be broadly “local” in nature, requiring substantial local investment to move forward.
- Importantly, the Regional Program considers the long-range future of the transportation network and may be defined differently depending on the vision the Measure adopts.

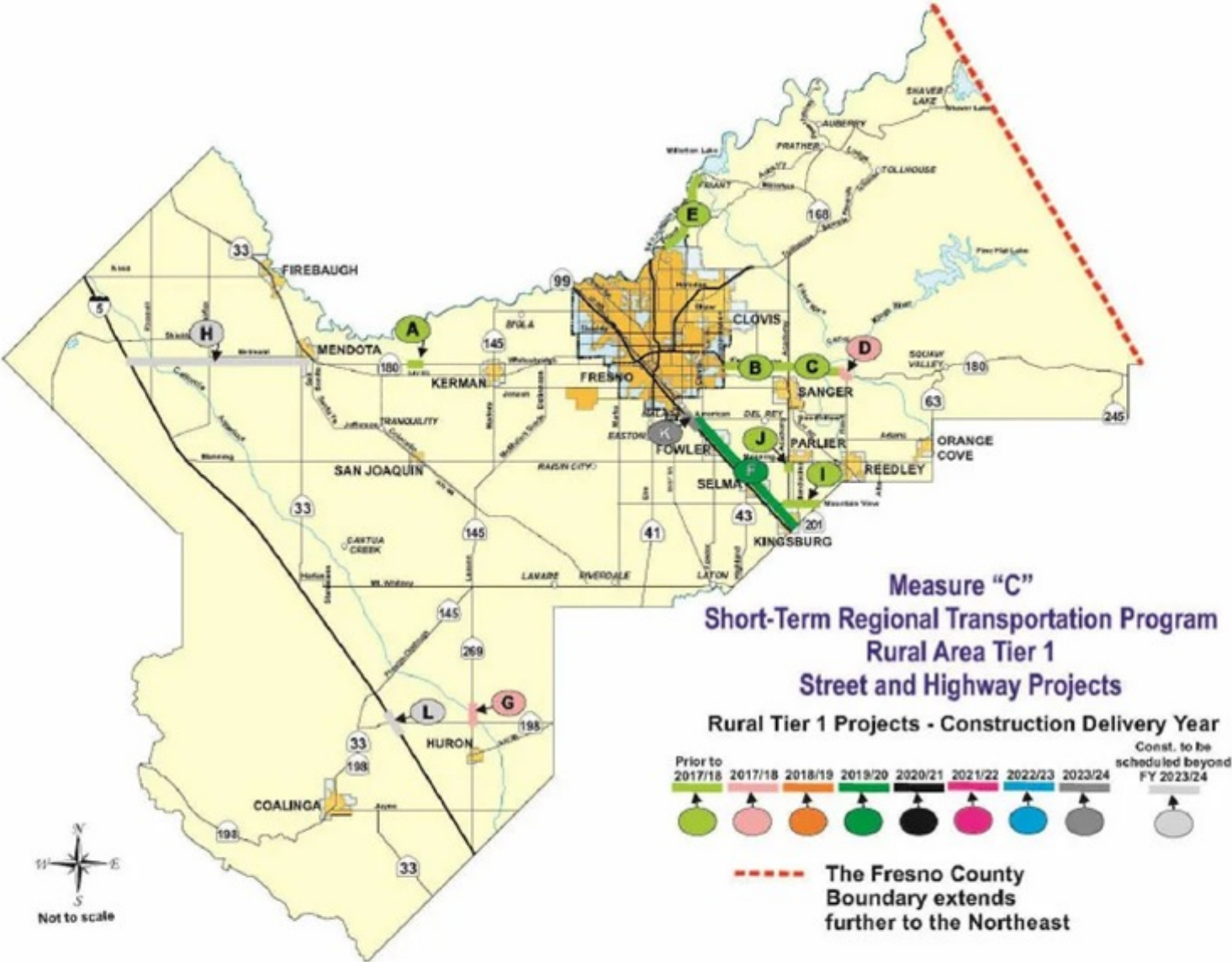
Roadway Classifications

- **Interstates/Freeways:** These are the highest-level roads, designed for high-speed, long-distance travel with limited access points. They primarily focus on mobility and connecting major cities and regions. Measure C's Regional Program has funded projects in this classification.
- **Arterials:** These roads carry traffic between major areas, like cities or large towns. Arterials generally have more access points than freeways but still prioritize traffic flow. The Regional Program has funded projects in this classification.
- **Local Roads:** These are the roads within neighborhoods and residential areas, primarily designed for access to properties and local traffic. The Regional Program has not funded projects in this classification.

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



RURAL AREA PROJECTS TIER 1



Recent/Current Projects



The **Veterans Boulevard interchange, extension and grade separation project** across State Route 99 opened in 2023 and included a pedestrian trail and adaptive intelligent transportation system technology to synchronize traffic operations in real time. It has helped alleviate traffic congestion at the Herdon Avenue interchange. Total cost \$108,995,077.

State Route 41 Widening/Gap Closure

Approximately six-mile widening from Excelsior Avenue undercrossing to one mile north of Elkhorn Avenue from two-lane conventional highway to four-lane expressway. Total budget: \$94.1 million



State Route 180 Extension



The State Route 180 Extension Project lengthened the four-lane expressway by 4.5 miles, from Smith Avenue to Frankwood Avenue in eastern Fresno County. The \$55 million project broke ground on Oct. 12, 2017 and was finished in December 2020.

Huron 'Heart of the Valley' Bridge (SR 269)

The \$30 million project, which opened in 2018, was designed to address flooding issues that frequently closed a section of State Route 269 (Lassen Avenue). The project involved constructing new, elevated bridges over [Arroyo Pasajero Creek](#), and widening the channel to prevent future flooding and road closures.



Willow Avenue Widening (Clovis)

The \$5.7 million Willow Avenue Project widened the northbound lanes from Shepherd to Copper Avenues and added: median, curb, gutter, irrigation, landscaping, and a traffic signal at Perrin Road



Potential Future Projects

Major, capital projects submitted for potential funding to the 2026 Regional Transportation Plan by Caltrans and local jurisdictions include the following projects:

- State Route 99/Shaw Avenue Interchange
- State Route 99/Mountain View Interchange
- State Route 99/Mendocino Interchange
- State Route 99/Ashlan Interchange
- State Route 99/43/Floral Interchange
- North Avenue – State Route 41 to Orange Ave – Four Lanes
- Central Ave – State Route 99 to Golden State – Four Lanes

Questions



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