Item 6
8/11/26 BOS Meeting

**From:** Ben Gevercer <BGevercer@olsonremcho.com>
**Sent:** Monday, August 10, 2026 7:05 PM
**To:** Clerk/BOS
**Subject:** Fw: Pre-Litigation Demand for Fresno County Transportation Improvement Act
**Attachments:** Demand Letter re Fresno Transportation Tax Measure 08.10.26(2297816.1).pdf

**CAUTION!!! - EXTERNAL EMAIL - THINK BEFORE YOU CLICK**

Report Suspicious

Please see attached correspondence concerning the Fresno County Transportation Improvement Act.

Thank you.

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**From:** Eva Alfaro <ealfaro@olsonremcho.com>
**Sent:** Monday, August 10, 2026 9:50 AM
**To:** District2@fresnocountyca.gov <District2@fresnocountyca.gov>; clerk-elections@fresnocountyca.gov <clerk-elections@fresnocountyca.gov>; dsloan@fresnocountyca.gov <dsloan@fresnocountyca.gov>
**Cc:** Emily Andrews <EAndrews@olsonremcho.com>; Ben Gevercer <BGevercer@olsonremcho.com>; Aaron Silva <asilva@olsonremcho.com>; rob.bonta@doj.ca.gov <rob.bonta@doj.ca.gov>; Secretary.Weber@sos.ca.gov <Secretary.Weber@sos.ca.gov>; Reyes, Steve <sreyes@sos.ca.gov>; District3@fresnocountyca.gov <District3@fresnocountyca.gov>; District5@fresnocountyca.gov <District5@fresnocountyca.gov>; District4@fresnocountyca.gov <District4@fresnocountyca.gov>; District1@fresnocountyca.gov <District1@fresnocountyca.gov>
**Subject:** Pre-Litigation Demand for Fresno County Transportation Improvement Act

Dear Messrs. Bredefeld, Kus, and Sloan,

Please see attached correspondence concerning the Fresno County Transportation Improvement Act.

Thank you,

Eva Alfaro
Sr. Paralegal
Olson Remcho, LLP
555 Capitol Mall, Suite 400
Sacramento, CA 95814
T: (916) 442-2952

# Olson | Remcho

August 10, 2026

**VIA E-MAIL**

The Honorable Garry Bredefeld
Chairman, Fresno County Board of Supervisors
2281 Tulare Street, Room 301
Fresno, CA 93721
District2@fresnocountyca.gov

James A. Kus
Fresno County Clerk and Registrar of Voters
2221 Kern Street
Fresno, CA 93721
jkus@fresnocountyca.gov

Douglas T. Sloan
Fresno County Counsel
2220 Tulare Street, Fifth Floor
Fresno, CA 93721
dsloan@fresnocountyca.gov

**RE: PRE-LITIGATION DEMAND FOR FRESNO COUNTY TRANSPORTATION IMPROVEMENT ACT TO BE PLACED ON NOVEMBER 3, 2026, GENERAL ELECTION BALLOT**

Dear Messrs. Bredefeld, Kus, and Sloan:

We write on behalf of Fresno County Residents for Better Roads and Safe Streets, the ballot measure committee primarily formed to support the Fresno County initiative measure titled the "Fresno County Transportation Improvement Act." As you know, that initiative measure was submitted to the County on April 14, 2026, accompanied by a petition containing 32,562 signatures in support of the measure. Following a signature verification process, the initiative petition was found to exceed the qualification threshold of 21,909 signatures. Accordingly, on July 8, 2026, Mr. Kus duly issued a Certificate of Petition whereby he found the initiative petition to be sufficient.

On August 6, 2026, the California Legislature passed, and Governor Newsom signed into law, Assembly Bill 1923, the principal operative provision of which provides as follows:

> Any Fresno County initiative petition that has been certified as sufficient by the Fresno County Registrar of Voters on or before July 8, 2026, shall be submitted, without alteration, to the voters at the November 3, 2026, statewide general election. The Fresno County Registrar of Voters and the Fresno County Board of

> Supervisors shall perform all acts that they would otherwise perform to place a qualified initiative measure on the ballot.

A review of the language of AB 1923 makes clear that it is directive and mandatory. AB 1923 directs that a qualifying county initiative measure — one for which the petition is certified as sufficient on or before July 8, 2026 — "*shall* be submitted" to the voters at the November 3, 2026, statewide general election. In addition, the statute directs that the Board of Supervisors and the Registrar of Voters "*shall* perform all acts" necessary to place a qualifying initiative measure on the ballot. Therefore, AB 1923 has placed any county initiative certified as sufficient on or before July 8, 2026, on the November 3, 2026, ballot, and it mandates that the Board of Supervisors and the Registrar of Voters take whatever steps are needed to effectuate that outcome.

AB 1923 contains provisions, supported by legislative findings, rendering the act effective immediately and justifying its applicability specifically to a qualified Fresno County initiative measure. To the extent there are concerns regarding AB 1923's urgency clause or its status as a special statute under the California Constitution, such concerns are meritless. The California Supreme Court has long deferred to legislative judgment as to when urgency legislation is required as "purely a legislative question." (*Stockburger v. Jordan* (1938) 10 Cal.2d 636, 642.) Moreover, the Legislature has frequently enacted special legislation related to unique fiscal circumstances facing local governments, with the courts routinely upholding such statutes and declining to second-guess the Legislature's determinations. (*White v. California* (2001) 88 Cal.App.4th 298, 307; see also *Alameda County Taxpayers' Assn. v. County of Alameda* (2025) 108 Cal.App.5th 524, 538.)

There is no plausible legal construction of AB 1923 other than that it validly creates a nondiscretionary, ministerial, and immediate duty on the part of Fresno County to place the initiative measure on the November 3, 2026, general election ballot, and for the Board of Supervisors and Mr. Kus to take whatever steps are required in order to achieve that end. The use of the mandatory language "shall" indicates a "legislative intent to impose a mandatory duty; no discretion is granted." (*In re Luis B.* (2006) 142 Cal.App.4th 1117, 1123.) When a duly enacted statute imposes a ministerial duty on a local government official to follow the dictates of the statute in performing a mandated act, "the official generally has no authority to disregard the statutory mandate based on the official's own determination that the statute is unconstitutional." (*Lockyer v. City & County of San Francisco* (2004) 33 Cal.4th 1055, 1068.)

If either the Board of Supervisors or Mr. Kus refuse to take the mandated and ministerial steps required by AB 1923, it would place the County in the perilous position of being in clear, direct, and purposeful violation of state law. Under the California Constitution, the initiative power is exercised in general law cities and all counties "under procedures that the Legislature shall provide." (Cal. Const., Art. II, § 11(a).) In this case, the Legislature has provided in AB 1923 for the procedure by which the initiative power is to be exercised in Fresno County through a measure that has been deemed sufficient on or before July 8, 2026 — the measure "*shall* be submitted, without alteration, to the voters at the November 3, 2026, statewide general election." As a more recently enacted statute, and a statute that is specific to the class of county initiatives that it identifies, AB 1923 supersedes any contrary provisions of the Elections Code that otherwise would have governed the manner in which a qualified county initiative measure is placed on the ballot. (See *State Dept. of Public Health v. Superior Court* (2015) 60 Cal.4th 940, 960.)

Importantly, the question has been extensively litigated as to whether a local government has the discretion to withhold from the ballot an initiative measure that is qualified under state law, and the courts have universally concluded that "[s]uch a contention is contrary to established case law." (*Save Stanislaus Area Farm Economy v. Board of Supervisors* (1993) 13 Cal.App.4th 141, 148.) "As courts have stated repeatedly and clearly, local governments have the purely ministerial duty to place duly certified initiatives on the ballot." (*Ibid.*; see also *Citizens for Responsible Behavior v. Superior Court* (1991) 1 Cal.App.4th 1013, 1021 ["[O]nce an initiative measure has qualified for the ballot, the responsible entity or official has a mandatory duty to place it on the ballot."].) Indeed, "[t]he courts have uniformly condemned local governments when these legislative bodies have refused to place duly qualified initiatives on the ballot." (*Save Stanislaus*, 13 Cal.App.4th at 148 [collecting cases].) Put succinctly, "[t]he law is clear: A local government is not empowered to refuse to place a duly certified initiative on the ballot." (*Id.* at 149.)

Accordingly, on behalf of Fresno County Residents for Better Roads and Safe Streets, **DEMAND IS HEREBY MADE** for the County to immediately perform the duty that the State of California has imposed on it by law and take any and all actions necessary for placement of the initiative measure known as the "Fresno County Transportation Improvement Act" on the November 3, 2026, general election ballot.

Should the County refuse to perform its mandatory and ministerial duty in this matter as directed by state law, our clients intend to seek any and all remedies available to them under law to compel the County's compliance with its statutory duty. Under state law, a writ of mandate is available to any elector alleging that an error, omission, or any neglect of duty has occurred or is about to occur in the administration of an election. (Elec. Code, § 13314(a)(1); see also Code Civ. Proc., § 1085(a).) Such an action would have priority on a court's docket over all other civil matters. (Elec. Code § 13314(a)(3).) The prevailing party in such an action may be awarded attorney's fees. (Code Civ. Proc. § 1021.5; see, e.g., *Building a Better Redondo, Inc. v. City of Redondo Beach* (2012) 203 Cal.App.4th 852, 874; *Washburn v. City of Berkeley* (1987) 195 Cal.App.3d 578, 585-586.)

It is our sincere hope that the law will be followed and unnecessary litigation in this circumstance can be avoided. We appreciate your thoughtful consideration of this matter and request your answer regarding the County's intended response to this communication as soon as possible.

Very truly yours,

Emily A. Andrews

Benjamin Gevercer

EAA/BG:ear

cc: The Honorable Rob Bonta, California Attorney General
rob.bonta@doj.ca.gov

The Honorable Shirley N. Weber, Ph.D., California Secretary of State
Secretary.Weber@sos.ca.gov

Steve Reyes, Chief Counsel, California Secretary of State
SReyes@sos.ca.gov

The Honorable Luis Chavez, Vice Chairman
District3@fresnocountyca.gov

The Honorable Nathan Magsig
District5@fresnocountyca.gov

The Honorable Ernest Buddy Mendes
District4@fresnocountyca.gov

The Honorable Brian Pacheco
District1@fresnocountyca.gov

(2,297,726)

Item #6
8-11-2026

Blackstone AVE
Merchants Association

# What If the New Tax Does Not Pass and Fresnans Keep $65 Million in Their Pockets?

**Before Fresno replaces Measure C with a general tax, voters deserve the complete financial record.**

Drive through almost any older Fresno neighborhood and the pavement tells its own story. Cracked streets. Potholes. Uneven pavement. Broken sidewalks. Curbs that have waited decades for repair. Potholes do not have a political party. Broken sidewalks are neither Republican nor Democrat. Families and business owners do not want another political explanation. They want results.

That is why Fresno's proposed new half-cent sales tax should not be about politics. It should be about **performance, priorities, accountability and results.**

The question is not whether Fresno needs better roads, sidewalks and public transportation. It does. The real question is whether Fresno voters should approve a new half-cent **general sales tax** expected to raise approximately **$65 million every year**, when the revenue would go into the General Fund with no legally binding percentage requiring that it be spent on roads, sidewalks, transit or transportation matching funds.

The City Council voted on July 30, 2026, to place the measure before voters. Before another $65 million a year is collected, Fresno taxpayers deserve an answer to one fundamental question: **What happened to the Measure C money Fresno already had?**

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**Nearly 40 Years of Measure C**

Fresno County voters approved Measure C in **1986** as a half-cent transportation sales tax. Voters approved another 20-year extension in 2006, which expires June 30, 2027. Measure C therefore had a defined life and a defined transportation purpose.

According to the Fresno County Transportation Authority, Measure C has raised **more than $2 billion locally** over its history. The 2006 Measure C expenditure plan projected that approximately **67.5% of extension revenues** would be spent in the Fresno-Clovis urban area or within the Fresno and Clovis spheres of influence. That represents roughly **$1 billion or more in direct and regional Measure C transportation investment benefiting the Fresno urban area**.

In addition, Measure C has helped Fresno leverage substantial state and federal transportation funding. Countywide, Measure C and related state and federal resources have contributed to more than **$8 billion in transportation investment.** That is an enormous amount of money and it leads to the next question.

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AJ Rassamni | 559-222-1818 | ajrbond@gmail.com

Blackstone AVE Merchants Association

### The $20.6 Million Question

At the July 30, 2026, City Council meeting, Mayor Jerry Dyer explained what he described as one of the biggest consequences of losing Measure C.
He said:
**“$20.6 million is utilized annually by our departments as a match to seek federal and state dollars.”**
He then added:
**“Those monies have translated into $368 million.”**

That is impressive financial leverage. But it creates perhaps the most important accountability question in this entire debate: If Fresno has been using approximately $20.6 million every year to help secure hundreds of millions of dollars in state and federal funding, why did Fresno still fall so far behind on basic road and sidewalk maintenance?

How much of that money went toward maintaining existing streets?
How much went toward sidewalks?
Taxpayers should not have to guess.

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### From $505 Million to a $1.5 Billion Road-and-Sidewalk Problem

The most troubling evidence may be the growth of Fresno’s deferred-maintenance bill. In early **2023,** Fresno Public Works Director Scott Mozier estimated deferred maintenance on City **streets** at approximately **$505 million.** By June **2025**, the estimated **street and sidewalk backlog** had grown to approximately **$1.5 billion.** That means the estimated **maintenance cost have tripled in roughly two and a half years.**

That is the hard truth.
After nearly four decades of Measure C, substantial state and federal transportation funding, gas-tax revenue, SB 1 funding and the ability to leverage local money into hundreds of millions more, **Fresno still arrived at a $1.5 billion infrastructure problem.** Whatever explanations are offered, taxpayers are being asked to pay for the consequences today.

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### The PCI Tells the Same Story

The Pavement Condition Index, or PCI, rates pavement from zero to 100.
Fresno’s historical numbers tell a clear story:

| **Year** | **Fresno Average PCI** |
|---|---|
| 2008 | **72 – Good** |
| 2013 | **68 – Fair** |
| 2022 | **About 60 – Fair** |
| 2025 | **64 – Fair** |

The City’s pavement system is still rated only **fair**. After almost 40 years of transportation taxes. **“Fair” cannot**

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**be the finish line.** Fresno should also publish PCI scores **by council district**.
Which districts are above 70?
Which are below 60?
Which neighborhoods received the greatest investment?
Which have waited the longest?

A citywide average can hide major disparities. **If Fresno is truly "One Fresno," the numbers should show it.**

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**Then Fresno Had to Borrow Another $100 Million**

The City launched **Pave More Now**, a roughly **$100 million bond program** to accelerate road repairs. Mayor Dyer summarized the strategy as **"Pave more now and pay later."** That phrase also highlights the deeper issue. **Pave now. Pay later.**

Fresno is borrowing today to repair infrastructure that deteriorated over previous years. So, another question must be asked: **After nearly 40 years of Measure C, state and federal funding, matching funds, SB 1 and gas-tax revenue, why did Fresno still have to borrow another $100 million to catch up?**

Even $100 million represents less than 7% of a $1.5 billion street-and-sidewalk backlog. Taxpayers deserve to understand why the problem was allowed to become this expensive.

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**How Much Did Fresno Actually Spend Maintaining Streets and Sidewalks?**

If Fresno were truly transparent about transportation spending, taxpayers should be able to answer this question easily. **They cannot**. Transportation funding is spread across numerous City accounts, grants, capital projects and funding sources. That leads to the real transparency issue:

**Why doesn't Fresno already publish one complete transportation ledger?**

Before asking taxpayers for another $65 million annually, Fresno should release one understandable report showing:

- Total Measure C funding received.
- State transportation funding.
- Federal transportation funding.
- Local matching funds.
- State and federal dollars secured through those matches.
- SB 1 revenue.
- Gas-tax revenue.
- Bond proceeds.
- General Fund contributions.
- Actual street-maintenance expenditures.

- Actual sidewalk expenditures.
- Transit spending.
- Administrative spending.
- **Spending by council district.**
- **PCI by council district.**
- **Road and sidewalk backlog by council district.**

**Money in. Money out. Work completed. Results achieved.** That is transparency.

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**Fresno's General Fund Revenue Also Grew**

This is especially relevant because the proposed new tax would go into Fresno's **General Fund**.
According to Fresno's audited financial statements, General Fund revenues increased from approximately **$345.6 million in FY2020** to **$470.2 million in FY2025.** That is an increase of approximately **$124.6 million.**

So, while Fresno's infrastructure problem was becoming dramatically more expensive, General Fund revenue also grew substantially. That creates another reasonable question.
**How did Fresno prioritize its growing revenues while basic road maintenance was falling so far behind?**

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**"Measure C is a Temporary Tax"**

During the July 30 City Council discussion, Councilmember Annalisa Perea said: **"Measure C already accomplished what it was set to do."** That statement deserves consideration. When a temporary tax approaches its expiration date, the automatic question should **not be**, What tax replaces it?

The questions should be,
**Why should the temporary tax continue under a new name with a less restrictive structure?**
**Has Fresno demonstrated that another unrestricted $65 million every year will produce a different result?**

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**What If Fresnans Keep the $65 Million?**

Most of the discussion surrounding the proposed tax focuses on what City Hall would lose. There is another question.
**What happens if Fresno's consumers and businesses keep approximately $65 million a year?**

When families have more disposable income, they spend more throughout the local economy.
Those dollars circulate through Fresno restaurants, stores, repair shops, contractors and service businesses.

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**Government spending creates economic activity, but so does private spending.**

If $65 million is important when City Hall receives it, then $65 million is also important when Fresno families and businesses keep it.

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**Two Questions for Fresno Voters**

In the end, voters should ask themselves two questions.

**Question One**

Do you want to approve a new half-cent **general sales tax** expected to collect approximately **$65 million every year**, with the money going into Fresno's General Fund and no legally binding percentage guaranteeing exactly how much must be spent on roads, sidewalks, public transportation or matching funds?

**Question Two**

Or do you want the temporary Measure C tax to expire and leave approximately **$65 million a year in the hands of consumers and businesses**, where it can be spent and invested in Fresno, while requiring City Hall to reduce unnecessary expenses, become more efficient, prioritize existing revenues and, if additional transportation funding is truly necessary, return to voters with a dedicated transportation measure?

**That is the choice.**

This should not be about Republicans or Democrats. It should be about **Accountability before another tax. Facts before fear. Results before a new tax. Guarantees before promises.**

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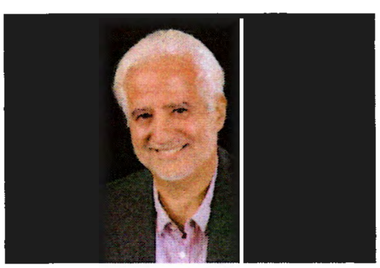
**AJ Rassamni,** Community advocate; president of the Blackstone Merchants Association; founder of Success From Within, a nonprofit organization.



# WHAT HAPPENED TO THE MEASURE C MONEY FRESNO ALREADY HAD


**BEFORE FRESNO REPLACES MEASURE C WITH A GENERAL TAX, VOTERS DESERVE THE COMPLETE FINANCIAL RECORD.**

## 1 THIS IS NOT ABOUT POLITICS.

IT IS ABOUT **PERFORMANCE, PRIORITIES, ACCOUNTABILITY** AND **RESULTS.**

## 2 NEARLY 40 YEARS OF MEASURE C

Measure C began in **1986** as a half-cent transportation sales tax.

Measure C has raised more than **$2 BILLION LOCALLY.**

About **67.5%** of extension revenues were projected to benefit the Fresno-Clovis urban area.

That represents roughly **$1 BILLION OR MORE** in direct transportation investment over time.

Countywide, Measure C and related state and federal resources have contributed to **MORE THAN $8 BILLION** in transportation investment.

## 3 THE $20.6 MILLION QUESTION

**MAYOR JERRY DYER:**

"$20.6 million is utilized annually by our departments as a match to seek federal and state dollars.

Those monies have translated into $368 million."

**THE ACCOUNTABILITY QUESTION:**

If Fresno has been using approximately **$20.6 million** every year to help secure hundreds of millions of dollars in state and federal funding, why did Fresno still fall so far behind on basic road and sidewalk maintenance?

## 4 FROM $505 MILLION TO A $1.5 BILLION ROAD-AND-SIDEWALK PROBLEM

**$505 MILLION** TO **$1.2 BILLION** + **$300 MILLION** = **$1.5 BILLION**

| $505 MILLION | $1.2 BILLION | $300 MILLION | $1.5 BILLION |
|---|---|---|---|
| EARLY 2023 STREET DEFERRED MAINTENANCE | JUNE 2025 STREET BACKLOG | JUNE 2025 SIDEWALK NEEDS | COMBINED ROAD-AND-SIDEWALK PROBLEM |

**THE STREET BACKLOG MORE THAN DOUBLED IN ROUGHLY TWO AND A HALF YEARS.**

## 5 THE PCI TELLS THE SAME STORY

PAVEMENT CONDITION INDEX (PCI) RATES PAVEMENT FROM 0 TO 100.

| YEAR | FRESNO AVERAGE PCI |
|---|---|
| 2008 | 72 – GOOD |
| 2013 | 68 – FAIR |
| 2022 | ABOUT 60 – FAIR |
| 2025 | 64 – FAIR |

**FRESNO SHOULD PUBLISH PCI SCORES BY COUNCIL DISTRICT.**

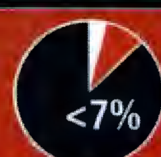
## 6 THEN FRESNO HAD TO BORROW ANOTHER $100 MILLION

**PAVE MORE NOW**

"Pave more now and pay later."

Fresno launched a roughly **$100 million** bond program to accelerate road repairs.

EVEN $100 MILLION REPRESENTS LESS THAN 7% OF A $1.5 BILLION STREET-AND-SIDEWALK BACKLOG.




**ACCOUNTABILITY** BEFORE ANOTHER TAX. | **FACTS** BEFORE FEAR. | **RESULTS** BEFORE A NEW TAX.

AJ Rassamni | Blackstone Merchants Association | 559-222-1818

# THE REAL CHOICE: CITY HALL OR THE PEOPLE'S POCKETS?

## What If Fresnans Keep the $65 Million?

## 1 WHY TRANSPARENCY MATTERS

### WHY DOESN'T FRESNO ALREADY PUBLISH ONE COMPLETE TRANSPORTATION LEDGER?

**Fresno should publish:**

- Total Measure C funding received
- State transportation funding
- Federal transportation funding
- Local matching funds
- Outside dollars secured through those matches
- SB 1 revenue
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- Bond proceeds
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- Actual street-maintenance expenditures
- Actual sidewalk expenditures
- Transit spending
- Administrative spending
- Spending by council district
- PCI by council district
- Road and sidewalk backlog by council district

## 2 FRESNO'S GENERAL FUND REVENUE ALSO GREW

| FY2020 | | FY2025 |
|---|---|---|
| $345.6 MILLION | → | $470.2 MILLION |

**$124.6 MILLION INCREASE – ABOUT 36%**

**? HOW DID FRESNO PRIORITIZE ITS GROWING REVENUES WHILE BASIC ROAD MAINTENANCE WAS FALLING SO FAR BEHIND?**

## 3 MEASURE C IS A TEMPORARY TAX

When a temporary tax approaches its expiration date, the automatic question should not be:

### WHAT TAX REPLACES IT?

? Why should the temporary tax continue under a new name and a less restrictive structure?

? Has Fresno demonstrated that another unrestricted $65 million every year will produce a different result?

## 4 WHAT IF FRESNANS KEEP THE $65 MILLION?

**WHEN MONEY STAYS LOCAL, IT KEEPS OUR ECONOMY MOVING.**

| Businesses grow. Jobs grow. | Workers earn more. Families thrive. | More spending circulates through Fresno. |
|---|---|---|

**GOVERNMENT SPENDING CREATES ECONOMIC ACTIVITY, BUT SO DOES PRIVATE SPENDING.**

## 5 TWO QUESTIONS FOR FRESNO VOTERS

### QUESTION ONE

Do you want to approve a new half-cent general sales tax expected to collect approximately $65 million every year, with the money going into Fresno's General Fund and no legally binding percentage guaranteeing exactly how much must be spent on roads, sidewalks, public transportation or matching funds?

### QUESTION TWO

Or do you want the temporary half-cent tax to expire and leave approximately $65 million a year in the hands of consumers and businesses, where it can be spent and invested in Fresno, while requiring City Hall to reduce unnecessary expenses, become more efficient, prioritize existing revenues and, if additional transportation funding is truly necessary, return to voters with a dedicated transportation measure?

AJ Rassamni | Blackstone Merchants Association | 559-222-1818

Item #6
8-11-2026




# CEC SECTION 9111 REPORT

Analysis of the Proposed Fresno County Transportation Improvement Act Initiative | Board Briefing | August 11, 2026

CEC SECTION 9111 REPORT

# The report answers a defined public-information mandate

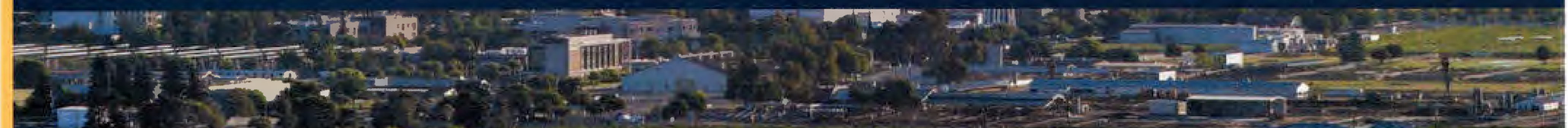
A review of fiscal, planning, infrastructure, economic, land-use, and Board-requested impacts

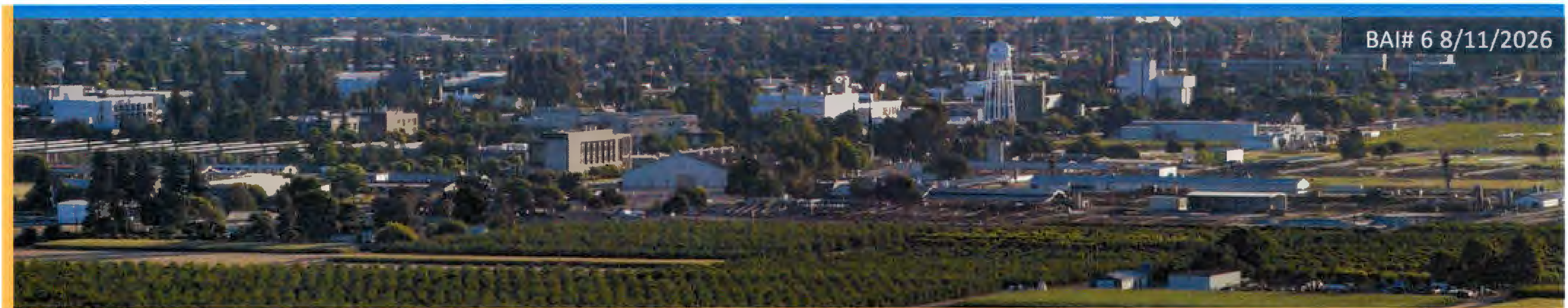
- Directed by the Board Pursuant to Elections Code Section 9111
- Covers unincorporated, countywide and regional effects
- Prepared within the statutory 30-day review period
- Does not provide a legal opinion or advocate for or against the Initiative

BAI# 6 8/11/2026

## Staff Findings and Conclusions

- The Initiative provides substantial, dedicated transportation revenue
- The Initiative's formula favor neighborhood roads, transit, equity and active transportation
- The Initiative is not consistent with the County's General Plan
- The Initiative reduces funding flexibility for preservation of regional high-traffic facilities which will require identification of new funding sources
- The Initiative will improve the County's worst roads, but the available funding is expected to only maintain the current average PCI of 65. To achieve the stated PCI of 70, an additional $29.5 million per year will be required
- The Initiative contains several ambiguous and internal-consistency issues that generate significant concerns about ultimate implementation





BAI# 6 8/11/2026

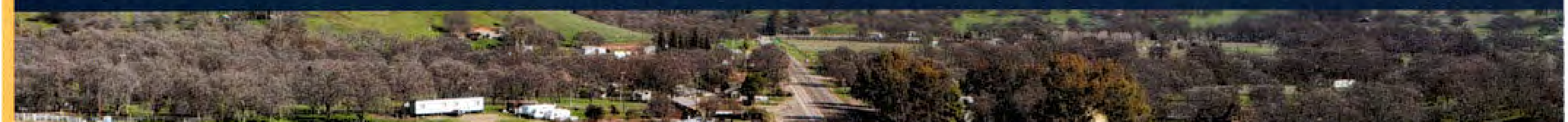
## A replacement half-cent tax would operate for 30 years

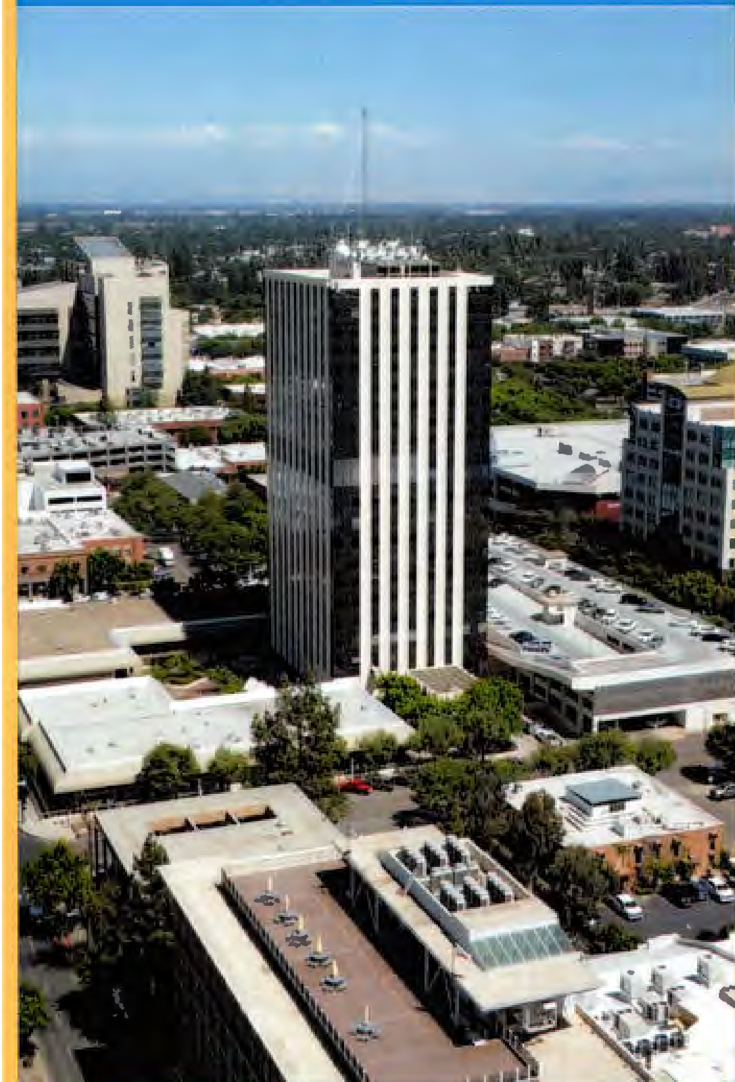
**$5.584B nominal regional revenue at 3% average annual growth**

- Would begin July 1, 2027, when existing Measure C expires
- $3.866B estimated value in constant 2026 dollars
- Each 0.5-point change in growth shifts the 30-year estimate by roughly $500M

# Two programs receive 90% of projected revenue

| | |
|---|---|
| **Neighborhood streets & roads** | **65%** |
| **Public transportation** | **25%** |
| Regional streets | 4% |
| Access & innovation | 4% |
| Airport | 1% |
| Administration | 1% |







# Fresno County receives a formula share of the largest program

## 23.1% modeled County share of Neighborhood Streets & Roads

- $806M nominally over 30 years under the current estimate
- $26.87M average annual allocation; $16.54M estimated in Year 1
- Formula weighting: 80% population and 20% maintained road miles
- Analysis holds allocation shares static; actual shares will change over time

# Worst-first pavement rules improve failed roads but reduce flexibility

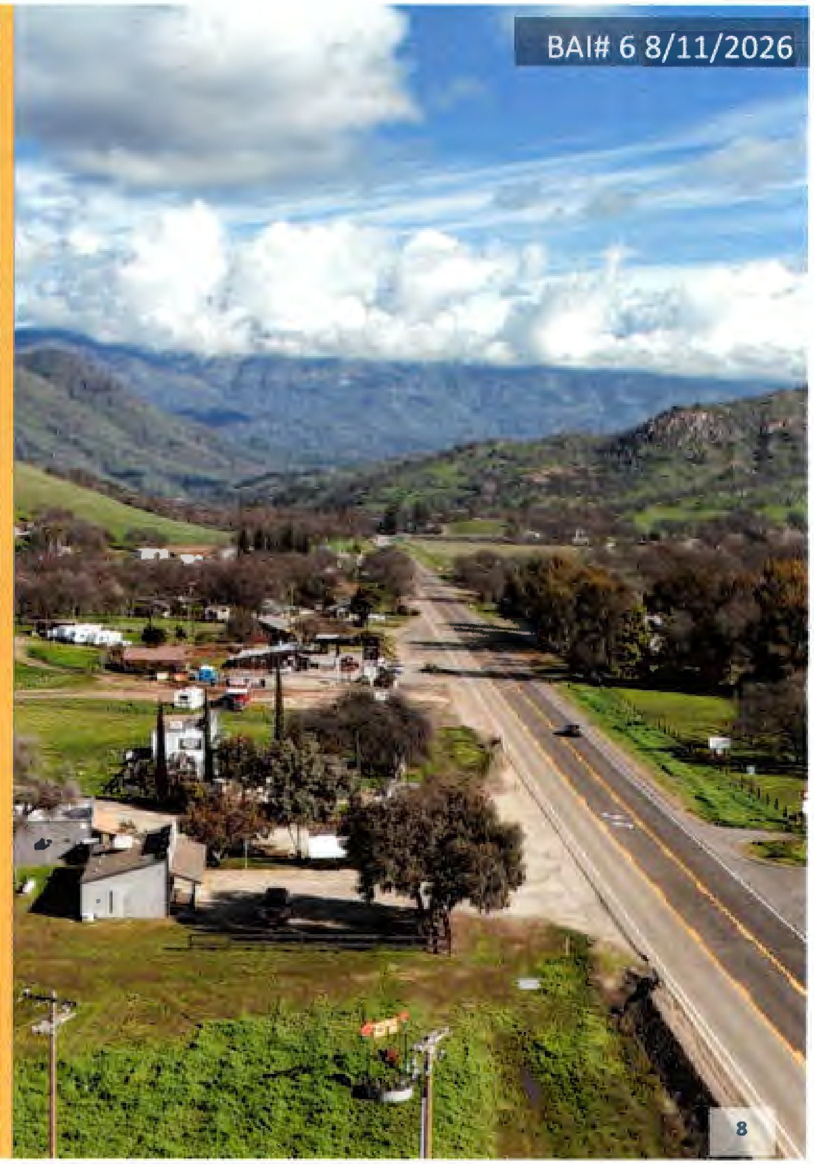
**$2.2B is estimated to raise the County network to PCI 70 over 10 years.**

- County average PCI declined to 65 in 2026
- In 2025, 20.5% of roads were Poor and 1.9% Very Poor
- The Initiative prioritizes the lowest PCI independent of traffic volume
- Other funds would be needed to preserve good, high-volume roads

# Equity and active-transportation targets carry measurable delivery costs

12%-15% of the County allocation is reserved for disadvantaged communities until defined thresholds are met.

- $1.9M-$2.4M annually is expected for disadvantaged communities
- 120 miles of Class I and IV facilities are required by 2057
- County responsibility: 36 miles; estimated new-facility cost is $33.4M
- 150 Safe Routes to School projects are required by 2057



BAI# 6 8/11/2026

# Regional and high-traffic roads face a severely restricted, competitive funding pool

**The County maintains most regional roads, but the Initiative directs most formula funding toward local neighborhood roads.**

- Regional Connectivity receives 4%: $223.3M over 30 years
- Year 1 regional allocation is approximately $4.7M
- Using up to 5% of local-road funds for capacity requires every local road to reach PCI 65
- The report considers that threshold is impossible to reach and maintain
- Major roads, bridges, drainage, and evacuation routes will require other sources
- Will significantly reduce local match funding potential

# Transit receives 25%; smaller programs carry distinct obligations

**$1.396B is projected for public transportation over 30 years.**

- Transit split: Fresno Area Express 70%, FCRTA 20%, Clovis Transit 10%
- Access & Innovation first funds zero-fare service for specified populations
- Regional Connectivity and Access & Innovation are functionally supplemental transit programs (8% total)
- Airport receives 1% ($55.8M); prior matching experience was nearly 9:1

# Plan alignment is broad; land-use and congestion effects are limited

**The Initiative would not amend the General Plan, Housing Element or zoning ordinance.**

- Complete Streets and active transportation generally align with adopted policy
- Direct housing, vacant-land, agricultural, and open-space effects are project-specific
- Funding emphasis could indirectly favor infill over outward expansion
- The County will experience a substantial countywide congestion increase

## Spending supports employment, but the forecast is explicitly uncertain

The report estimates 30,576 job-years over 30 years, including about 908 in Year 1.

- The 0.5% tax replaces Measure C without overlap
- Estimated spending value totals $5.584 billion
- Job-year estimates aggregate direct, supplier, and household effects
- The report characterizes the calculation as rough and not authoritative by itself

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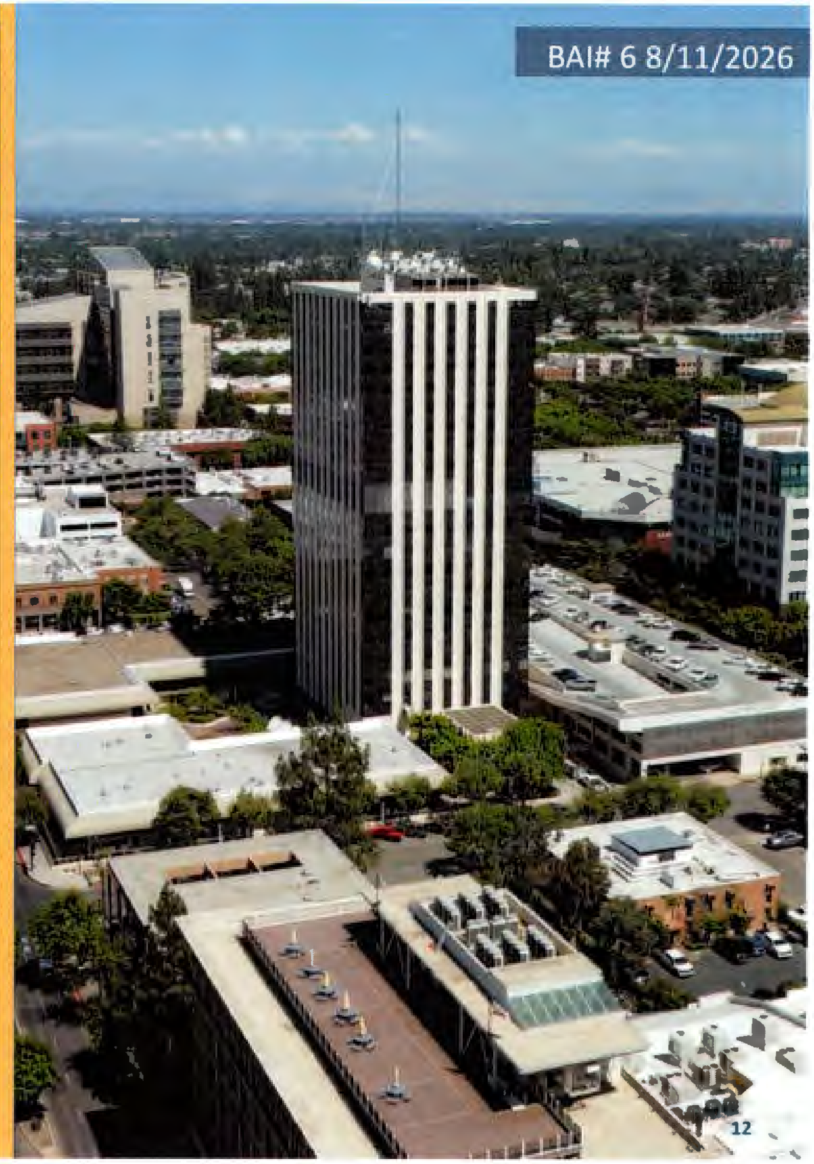



# County receives the proceeds; FCOG identifies the allocations

## The Initiative changes the entity directing program implementation.

- CDTFA collections are deposited in a special fund in the County treasury
- After collection costs, remaining funds are allocated to the local jurisdictions based on COG allocation formula
- The Initiative does not continue the Fresno County Transportation Authority
- FCOG identifies allocations, guidance, reporting, audits and an 11-member oversight committee



# Implementation guidance is essential before project delivery

**The report identifies numerous ambiguities or inconsistencies that could affect eligibility, cost, compliance, and legal exposure.**

- Who determines when Complete Streets features are feasible
- How the lowest-PCI priority interacts with cost-effective pavement management
- Whether Class I and Class IV facilities are both required
- What counts as a Safe Routes to School project or annual transit improvement
- How regional-funding dates, oversight selections and amendment thresholds operate