



MEASURE C STEERING COMMITTEE MINUTES

JULY 10, 2025

Committee Update:

- The committee will merge with Transportation for All, incorporating 12 of their representatives into the Steering Committee.
- All Steering Committee meetings and efforts are planned to be completed by the end of September.
- The committee will determine new meeting times (currently 3pm – 5pm) at the next scheduled session, as there were varying opinions on the matter.
- Three committee meetings are scheduled for this month:
 - July 10th
 - July 17th
 - July 30th
- A minimum of two meetings will be held in both August and September.
- A new committee, the Synergy Committee, has been established. Members include Kendall, Robert, Paul, Brenda, and one representative from T4A.
- A detailed email outlining these updates has been distributed.
- Current steering committee members have been encouraged to collaborate respectfully with incoming members from T4A.

Loal Road/Pavement Condition Presentation (NCE Consultant):

- 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
- The current pavement condition average is in the mid-60s. Whether a score of 65 is considered acceptable is a policy decision for the Committee to determine.
- Increasing Measure C allocations for roadway improvements would directly enhance funding availability for pavement rehabilitation.
- Maintaining the current infrastructure condition would require nearly double the current Measure C funding.
- Vehicle Miles Traveled (VMT) is being considered as an alternative metric for SB1 funding. Legislation addressing this may be introduced next year.
- Comment from a committee member: Disagrees with the general assessment of electric vehicles. Recommends evaluating vehicle impact based on weight (pounds) rather than type, citing multiple years of practical experience. Heavier vehicles cause significantly more wear on roadways.
 - Heavy vehicles, such as trucks and buses, pose the greatest challenge in terms of road wear; personal vehicles contribute minimally in comparison.

Regional Projects Presentation (Fresno COG):

- Local roads are not included in the regional project funding allocations under Measure C.
- Current/Recent Projects include:
 - Veterans Boulevard – over \$100 million
 - State Route 41 Widening/Gap Closure – \$94.1 million
 - State Route 180 Extension – \$55 million
 - State Route 269 "Heart of the Valley" Huron Bridge – \$30 million
- Willow Avenue Widening (Clovis) – \$5.7 million
- Upcoming projects will prioritize improvements to State Route 99 and State Route 41.
- Representatives from Caltrans, the City of Fresno, and the City of Clovis are participating in discussions related to roadway planning and development.

Steering Committee Members' Top Priorities:

- Fresno Cycling Club Representative:

- Emphasized that potholes are hazardous for cyclists; road maintenance should be a top priority.
 - Advocated for Complete Streets and road rehabilitation that includes provisions for bicyclists and pedestrians.
 - Strong support for Safe Routes to School (SRTS) programs to improve safety for children commuting on foot or by bike.
- The majority agreed that Safe Routes to School and bike lanes should be addressed as a separate, distinct category.
- Tree Fresno Representative:
 - Advocated for multimodal transportation options and maintaining existing infrastructure.
 - Stressed the importance of Active Transportation (including SRTS) and transitioning people from roadways to safer sidewalks and bike lanes.
 - Cautioned against overly broad regional approaches; recommended inclusive planning that balances different transportation modes and needs.
- City of Fowler Representative:
 - Highlighted road repair and intermodal transportation as key priorities (no one wants to ride a bike on a pothole filled road).
 - Noted that rural transit is often not feasible due to long travel times (1–2 hour bus routes).
- City of Firebaugh Representative:
 - Represents the underserved communities and wants safe commutes to work and school.
 - Acknowledged recent improvements in recreational paths, but stressed the need for safe, functional infrastructure for daily travel.
- Underutilization of programs like CalVans, Vanpool, and Senior Scrip was pointed out.
 - The need for better outreach, especially in rural areas where residents rely on these programs for critical travel, such as medical appointments, was emphasized.
- City of Coalinga Representative:
 - Prioritized road repairs, suggesting that active transportation projects (e.g., walking trails) should follow.
 - Mentioned resident concerns over prioritizing trails while roads remain in poor condition.
- City of Clovis Representative:
 - Focused on road repair and ongoing maintenance as key priorities.

- City of Reedley Representative:
 - Indicated lack of awareness about available transportation programs.
 - Noted that about 80% of college students rely on public transit.
 - Emphasized leveraging Measure C to secure grants
 - Mentioned that there were already grant bike trails in place and that the focus should be on road improvements.
- Citizens Oversight Committee Representative
 - Cautioned against allocating all funding to road pavement.
 - Mentioned that potholes as a top concern
 - Noted that there should be money for multimodal projects.
 - Noted SRTS as a top priority.
 - Suggested micro transit solutions, especially for elderly populations, as a safer option.
- Fresno Chamber of Commerce Representative:
 - Stated that road repairs and maintenance should be the top priority. Allocations should be near 100%.
- Fresno County Representative:
 - Emphasized the importance of maintaining the transportation network for emergency services and agricultural transport.
 - Expressed concern about allocating a majority of the Measure C funds to road improvements when the visible improvements will be minimal.
 - Public safety and reliable transportation are important.
 - Every mode of transportation requires good roads.
- City of Kingsburg Representative:
 - Top priorities are roads, bike lanes, and a variety of mobility options that accommodate e-bikes, e-scooters, and golf carts.
- City of San Joaquin Representative:
 - Representing a small community stressed the urgent need for road repairs.
 - Asked for more transportation options for farm workers and school children.
 - Noted reliance on travel to Fresno for medical and other essential services.
- Labor Union Representative:
 - Asked for the charts and graph depicting Measure C allocation funds of more than 60% for road repairs.
 - Expressed skepticism that stakeholders would accept conditions worse than current road status.
 - Advocated for preserving the current 25% allocation from FCTA.
- City of Fresno Representative:

- Stressed the importance of continuing Measure C in its original form.
- Supported Complete Streets only where needed, warning against excessive emphasis on multimodal transit.
- Suggested multimodal should be considered separately, as not all cities require them.
- Advocated for dedicating 70-80% of funds to roads, referencing negative feedback from the previous election cycle.
- BIA of Fresno/Madera Counties Representatives
 - Recommended that 80-85% of funds be allocated to streets and roads.
 - Emphasized the importance of maintaining current infrastructure and opposed reductions in funding for roads.
- City of Sanger Representative.
 - Urged that 100% of funding be directed to roads due to poor conditions.
 - Said that without functioning roads, nothing else can move forward in Fresno County.
- Central Valley Community Foundation (CVCF) Representative:
 - Recognized roads as the top priority but emphasized that Measure C should not be the sole source of funding for them.
 - Recommended adopting a comprehensive measure that addresses all transportation modes, including transit and micro transit.
 - Expressed uncertainty about whether “local roads” are clearly defined as a funding category.
- Kendall:
 - Stated that the purpose of the current exercise was to see where everyone was at.
 - Noted that 12 new participants would join the process the following week.
 - Warned that small communities would be severely affected if Measure C does not pass.

Overall Meeting Schedule Update:

- Upcoming Meetings:
 - July 17th, will be about priorities
 - July 30th, will be about allocations
- Phones will be required to make decisions via online polling.
- The end goal is to have this wrapped up by the end of September.
- A committee member noted that the 70% vote to pass the budget seems to be pulled out of thin air and suggested a 2/3 vote instead. (This will be discussed next week).

- Another committee member pointed out that we don't know what transportation will look like in 20-30 years and that it needs to be in the back of our minds.

Community Events:

- Due to the accelerated timeline two of the August workshops have been cancelled.
- There's going to be two workshops in the next few weeks in Fresno and Clovis.
- On July 23rd, there will be a virtual workshop
- The need to spread and pass around the survey was emphasized.
- Steering Committee members will receive polling data from the survey.
 - Members will also receive past Active Transportation polling results.
- Fresno COG and Fresno Transportation Authority, thank the Steering Committee members for the work and hours put in, they know it's asking a lot, so they appreciate everyone in the room. They stated that these meetings are invaluable.