



## MEASURE C STEERING COMMITTEE MINUTES

JUNE 12, 2025

### Agency Presentations:

- Project in Question: Coalinga Perimeter Trail
- Status & Timeline: 3.5 miles long, under construction, awarded in 2023, estimated completion in 5 years
- Request: Send an email with maps showing project locations – Response: Yes
- Trail Classification Discussion:
  - Class I: Also known as a bike path or shared-use path, is a fully separated facility for bicycles and pedestrians, physically separated from motor vehicle traffic by space and barriers like landscaping or curbs.
  - Class IV: A Class IV bike lane, also known as a separated or protected bikeway, is a bike lane physically separated from motor traffic by a barrier such as parked cars, curbs, or flexible posts, but located within or adjacent to the roadway.

### Fresno County Presentation:

- Project Labeling: Called a "rural trail" because there wasn't dedicated funding for sidewalks; it's actually a pedestrian facility.
- Funding Strategy: Used Measure C funds as leverage; placed in the trails category due to funding constraints.
- Specific Project (Kings Canyon/Clovis): Funded with \$500,000 solely from Measure C.

### City of Fowler Presentation:

- Shared-Use Path: 2-mile path is not tied to the transit-oriented development; it's a separate project.
- Purpose: Designed for more than recreation—connects Selma, Kingsburg, and Fowler, industrial and central areas, transit stops on Merced, and Valley Children's Hospital.
- E-Bike Policy: E-bikes are allowed.
- Design Feature: Protected angle parking is already in place.
- Funding Context: Current Measure does not specifically allocate funds for bikes, trails, or pedestrian projects; inclusion is being considered.

## Existing Programs

- Senior Scrip Program: Usage is increasing, with more participants joining overtime; it's distinct from Handi Ride. Some other counties offer similar programs.
- Agricultural VanPerks/CarPerks Program:
  - Vans must be operated by designated companies, not just private individuals.
  - Commuters, including prison staff and teachers, often drive the vans; drivers are subsidized by leasing companies.
  - Some vanpool companies offer incentives.
- New Technology Reserve Fund:
  - Includes funding for transportation innovations and projects like the transportation institute.
- Bus Replacement Info: Buses currently use compressed natural gas (CNG), with typical lifespans of 10–13 years or 300,000 miles; upcoming mandates will require a shift to electric buses.

## **Outreach Update**

- Participants: 65 people from various parts of Fresno County.
- Top Concerns: Traffic, potholes, unsafe driving, unclear or poorly timed road construction, and confusion about who oversees county transportation planning.
- Public Transit Issues: Long travel times, safety concerns, unclear usage, and lengthy trips.
- Road Needs: Call for better east-west connections in Fresno and Clovis.
- High-Speed Rail (HSR): Viewed negatively; confusion around HSR maintenance and its connection to Measure C. Clarified that Measure C is not tied to HSR.
- Awareness: Few participants remembered the original Measure C from 2006.
- Polling: Future polling in the fall will include cross tabs (e.g., by age, geography, socioeconomic status).
- Voter Insights: High-propensity voters and age group data haven't been analyzed yet.

## **Steering Committee Questions & Discussion**

- Electric Vehicle Update: Covered recent developments and concerns about federal efforts to roll back California's EV mandate.
- Active Transportation Discussion:
  - Emphasized that walking, biking, commuting, and Safe Routes to School (SR2S) should be considered holistically, not just as isolated projects.
  - Fresno County faces challenges with disconnected infrastructure segments.
  - Suggestion that Measure C could inspire greater public enthusiasm for alternatives to car travel.
- Trail and Canal Assets:

- Idea proposed to better utilize canal banks as Class I bikeways and multi-use trails (estimated \ \$100M).
- Could offer both recreational and transportation benefits.
- Some online participants voiced support.
- Emphasis on maintaining existing trails—tree roots and infrastructure wear are current issues. Measure C could potentially fund maintenance.
- Transportation for All (T4A) Coordination:
  - T4A and Fresno COG are continuing discussions on how to align and inform the public.
  - Still planning for a 2/3 majority path for Measure C; T4A could also pursue a signature-gathering campaign independently.
  - Debate continues over control, process, and collaboration—uncertainty remains about full cooperation, but all sides agree the measure must not fail.
  - Timeline compression and transparency are key goals going forward.
- Public Engagement & Next Steps:
  - Youth involvement is crucial.
  - Encouragement for all sides to attend T4A and FCOG meetings to avoid misinformation and divisiveness.
- Mark (Community Foundation) reaffirmed long-standing involvement and stressed the importance of staying cooperative to pass a successful measure.