



Measure C Steering Committee Minutes

May 8, 2025

Presentations

I. FAX/City of Fresno – Joe Vargas, City of Fresno, Fresno Area Express (FAX)

- FAX operates 18 fixed routes, a BRT line (which is biggest contributor to ridership at about ~20%), and Handy Ride paratransit.
- FAX employees 500 people, the majority of which are transit operators.
- During the last fiscal year, FAX had 9.6 million riders travelling over 5.3 million miles.
- The pandemic cut the ridership almost in half, however, FAX is projected to reach 10.2 million riders at the end of this fiscal year, which is back to pre-pandemic ridership numbers.
- Some agencies have reduced services and increased fares during and after the pandemic but FAX did not.
- FAX received \$2 million from the first Measure in 1986 and got up to \$6 million before the recession in the mid-2000s. Measure C is projected to generate up to \$15 million in revenue in fiscal year 2024.
- FAX accounts for 14% of transit funds that are generated from Measure C revenue.
- FAX has used Measure C to grant match and leverage federal and state funds, including \$2 million in match funds from federal transit grants.
- FAX uses Measure C funding to supplement the requirement to meet 20% Farebox Recovery Ratio. The Farebox Recovery Ratio requirement is currently suspended and being reviewed. If Measure C funds were not in place, FAX would have to find approximately \$11 million to cover the 20% Farebox Recovery Ratio requirement.
- Measure C funding allows for much more flexibility compared to traditional, more restrictive transit grants.
- The average annual salary of a FAX rider is \$10,000 per year.

II. Clovis Transit – Susanna Herrera, Clovis Transit

- Clovis transit is all in-house and none of it is contracted out.
- Clovis Transit services Clovis and almost 36 square miles outside of the City boundaries.
- Clovis Transit operates both fixed routes and paratransit services. All transit services on Clovis Transit are free for riders because of Measure C funding.

- Clovis Transit operates approximately 10,000 rides per month on paratransit.
- The Transportation Development Act requires a 55% local match for the Farebox Recovery Ratio which is met using Measure C funds.
- Measure C has helped fund several projects, some of which are highlighted with the Measure C contribution below:
 - Electric Bus Pilot Project - \$407,000 Measure C contribution
 - Intelligent Technology Project - \$425,000 Measure C contribution
 - Transit Oriented Development (Peach St bus stop at DSS) - \$200,000 Measure C contribution, however, the project came under budget so only \$93,000 was spent.
 - All three transit agencies operating in Fresno County use this bus stop.
 - Transit Oriented Development (Landmark Square Transit Building and Trails) - \$250,000 Measure C contribution
 - Transit Oriented Development (Landmark Square Bus Shelter) - \$300,000 Measure C contribution
- Without Measure C, Clovis Transit riders would have to start paying fares, service hours and the service area may need to be reduced, and projects could be delayed due to the lack of local funds to match with federal and state grants.

III. Fresno County Rural Transit Agency – Moses Stites, Fresno County Rural Transit Agency (FCRTA)

- FCRTA covers 6,000 square miles in Fresno County with a population of approximately 400,000.
- FCRTA operates inter- and intra-City routes.
- There are 13 incorporated cities, excluding Fresno and Clovis, in Fresno County and all the inter- and intra-city routes in those incorporated cities are operated by FCRTA. The three biggest cities, excluding Fresno and Clovis, have a population of approximately 25,000 people each.
- There are 39 unincorporated communities in Fresno County. FCRTA services and stops throughout each of these communities.
- FCRTA operates on-demand transit services along the intra-city routes, which is often used a lot like a paratransit service, especially for the senior and rural communities.
- FCRTA provides vital services to elderly, rural communities, veterans, and students throughout Fresno County. FCRTA operates Monday through Friday and some Saturdays.
- In 2024, FCRTA has approximately 185,500 riders.
- The social impacts of transit are essential to understanding the impact of the loss or deep cuts to such services because of a lack of Measure C funding.

IV. FCOG – Microtransit Study – Paul Herman, Fresno COG

- In the interest of allowing the Steering Committee enough time to ask the presenters their questions, Topic IV was skipped during this meeting.

V. Questions?

- Question: Given what's going on at the federal level, what are some of the funding impacts you might see?
 - Answer: The USDOT sent a letter to all the agencies saying the agencies should follow Federal directives to keep their funding. One of our major sources is Formula 5307 and we think that's pretty secure.
 - Follow-up Question: How far out will we see the impacts of these decisions; will they go beyond the timeline of this administration?
 - Answer: This is really unknown because the federal transportation bill that provides funding is administered annually. Apportionments from this bill are allocated by state population numbers to the counties, so that shouldn't change drastically during this administration. However, discretionary funding and grants could be affected because of the different requirements associated with them and those requirements changing during this administration. The reality is that transportation grant funding for the last three decades ebbs and flows. We need to be thinking about things in the long-term – 30-year and 50-year horizons.
- Question: Are autonomous vehicles and that type of technology impacting transit at all?
 - Answer: We [FCRTA] have been discussing how to incorporate this technology into our services. The challenge is that it changes daily so we end up having technology that is new today but will be old by tomorrow.
 - Answer: In that regard, we [Clovis Transit] are still keeping fossil fuel vehicles as a backups in case the electric vehicles go down.
- Question: Has the suspension on the Farebox Recovery Ratio requirements ended or is it on-going?
 - Answer: The requirements are still suspended as of this meeting as they're looking into the details. They're having a lot of discussion on the state level on what future metrics will look like for transit agencies.
- Question: What are the advantages of a hydrogen vehicle?
 - Answer: We [FAX] have 2 hydrogen buses. We started off with 9 electric buses as part of this whole California CARB / ICT regulation and those have had a lot of struggles. We have 8 out of 9 battery electric buses that are currently out of commission for the foreseeable future. Hydrogen vehicles are little bit more of a proven technology. A lot of other agencies like AC Transit have been using them for years. Sunline Transit has been using those for quite some time. The advantage of the hydrogen [vehicle] is really about the range. It almost operates similar to our compressed natural gas buses, which we've been operating for over a couple

decades. The biggest challenge with transitioning to hydrogen [vehicles] is the fuel. Currently, to fuel those two [hydrogen] buses, we have a partnership with H2B2 in Kerman, but logistically to get them fueled every night is a nightmare. We're looking to slowly transition our fleet to hydrogen until the battery electric technology improves and is more reliable. We're looking at different partnerships. We're looking at building our own hydrogen facility. We've partnered with the state in the Arches Program to try and do a buildout that could be beneficial to the community along with the City if it transitions some of its fleet to hydrogen.

- Follow-up Comment: There are safety issues with both hydrogen – you have pressurized fuel – and battery electric – you have battery fires, smoke, etc. that are very toxic; even fire departments have to ship out their protective gear for decontamination. They can't do it on-site or within their department.
- Follow-up Answer: On hydrogen [vehicles], in terms of preparing our [FAX] maintenance staff, getting them well-trained, getting the facility updated to work on those vehicles safely, we're going through that phase right now. In terms of the [battery] electric [vehicles], luckily, we've never experienced any major emergency with those vehicles and we haven't experienced anything with the hydrogen buses. We're very limited in how much we operate [hydrogen] vehicles because of the fueling. We're aware of the potential risks of that technology but we're doing everything we can to ensure the public and our team stay safe not only using and riding those vehicles but also maintaining those vehicles.
- Question: In the City of Selma, are the FCRTA routes from rural areas going to Reedley College? Are there other schools that are being supported and serviced too?
 - Answer: Yes, we [FCRTA] provide services from Kerman to Fresno College and we're able to do that with matching funds from Measure C. We started this last year. We also provide services from Huron to Coalinga for Coalinga College, from Sanger and Kingsburg to Reedley College, and from Selma High School to Reedley College. Although FCRTA doesn't provide any official school transit (and cannot do so in an official capacity due to federal and state laws), many of the elementary and middle school students use FCRTA to get to/from school for \$0.35, and often times even the drivers pay for their bus rides out of their own pockets. Sometimes, based on the conditions in these rural cities, that may be the safest way to transport these children to and from the schools – mainly to elementary and middle schools.
 - Follow-up Question: Can a student from these rural areas attending Fresno City College or Fresno State be able to directly transfer from your service to FAX?
 - Follow-up Answer: Yes, they would. They'd come into Courthouse Park or another location and they would transfer onto FAX. All the buses pretty much come here [to the FCOG Building where this meeting was held] to Courthouse Park right across the street so they would transfer there. The only direct connection we have currently to City College is from the Kerman route we started last year.
- Question: Has the FCRTA done any outreach to the high schools you serve?

- No, not specifically. Our outreach has been pretty limited to seniors and town centers. We've done some tabling and sharing flyers at things like school open houses to share this information with students and their families.
- Question: In reference to the veteran you [FCRTA] were speaking about, you mentioned that you were not able to provide services based on his medical needs.
 - Answer: That's correct. There are three areas that CalTrans and FTA have restrictions, guardrails, and guidelines on for transit agencies. Different agencies interpret them differently. One of them is medical transportation, so if somebody breaks an arm up in Yokuts Valley, calls us [FCRTA] – which they have – to provide transportation to the clinic, we're not allowed to provide that service because it's more of an emergency type of thing. The second one is charter service. If your organization or business calls us to transport your business activity, we can't do that because those are public funds. The third one is school transportation. We can't actually provide school transportation for the younger grades. FCRTA can provide transportation for the school routes mentioned before because they're college routes and the rule does not apply. For school transportation, there's something called a General Public Paratransit Vehicle Certification where you can transport school-aged children but not directly in-front of the school for drop-off/pick-up. These are the regulations.
- Question: Can Measure C be used for training operators and maintenance staff like electric vehicle mechanic training?
 - Answer: If it's part of a transit program, most likely yes. Currently, Measure C funds a program at Fresno City College for technology and maintenance classes for transit (approximately \$3 million).
- Question: Has FCRTA outreach been done with the students at Reedley College?
 - Answer: Yes, extensively! Reedley College even provides transportation information to the students at their annual orientation.
- Question: FUERZA works with farm workers. What is being done in terms of transportation for farm workers, specifically?
 - Answer: The FCRTA operates rural micro-transit programs and food distribution sites that reach farm workers, industrial workers, rural communities, and seniors.
 - Answer: The CalVans Program is also used for rural and farm worker communities. We'll talk about this and other programs at the next Steering Committee meeting.
- Question: How are the general budgets allocated?
 - Answer: We (Measure C Project Team) will ask FAX, Clovis Transit, and FCRTA to add this information to a one-pager and we will share this with you and post it on MeasureC2026.com once available.
- Question: How much money was allocated for the Landmark Square Transit Center?

- The Transit Building was \$250,000 in Measure C contributions and the bus shelter received a \$300,000 Measure C contribution. Measure C accounted for approximately ~10% of the total project budget, which was \$6 million.
- Question: Will you be meeting with Transportation for All?
 - Answer (Kendall Flint): Yes! It seems that everyone *wants* to see a Measure C but it's about how it comes together.

VI. Closing Thoughts

- Next Meeting: June 12 from 3 – 5pm at the FCOG building. This meeting will cover active transportation.
- Please SHARE the meetings and presentations with the public!
- ENCOURAGE your networks to attend public meetings, watch the steering committee meetings online, and participate in the process!