



Steering Committee Meeting

Sept 11, 2025



Item 1: Welcome



Item 2: Meeting Overview

What We're Going to Do Today:

- Finalize Subcategories
- Decide: 20 v. 30 yr Measure & Review Process
- Update on Roads (More than just maintaining)
- Update on Transit (More than just maintaining)
- Comparison of other self-help measures



Item 3: “Clean Up” List of Subcategories

Subcategories: Providing More Detail

- **Review & Discuss Handout**
 - Why was this done?
 - Any Questions?

- **Vote: Final Subcategories**
 - Approve
 - Disapprove



Item 4:

20 vs. 30 Years?

30-Year Measure: Advantages

- Longer-term measure = greater financial stability
- Assures a more stable funding stream to bond against.
- Allows projects to be funded from development through construction
- Reduces risk of interruptions or shortfalls
- Significant Increase in revenue vs. 20 years:
 - \$7.39 billion (88% more total revenue)
 - \$247 million annual average revenue (26% more annual revenue)

20-Year Measures: Advantages

- Less of a long-term tax burden
- Shorter measure allows for earlier reprioritization of allocations
- A 20-Year tax measure:
 - \$3.93 billion in total revenue
 - \$196 million in annual average revenue

Voting:

Length of Measure & Review Process

- 20 v. 30 Years?
 - 20 Years
 - 30 years
- Discussion of Review & Evaluation Process
 - How can we improve effectiveness of the Measure?
 - How can we improve voter confidence in the Measure?
 - Example: Mid-term review & evaluation process



Item 5:

Roads – City of Fresno & Fresno
County

CITY OF FRESNO PUBLIC WORKS AND MEASURE C

Transportation projects
and maintenance



About Public Works

350 employees

\$89.6 million operating

\$412.8 million capital

**Street Maintenance
Traffic Signals & Street Lighting
Landscape Maintenance
Traffic Operations & Planning
Engineering Services
Sustainability**



STREET MAINTENANCE

- Paving
- Pothole Repair
- Slurry Seal
- Street Painting
- Emergency Storm Response
- Street Signs
- Traffic Signals
- Street Lighting
- Street Sweeping
- Concrete Maintenance
 - Sidewalks, Curbs, Gutters, Ramps



LANDSCAPE MAINTENANCE

Street Trees (Urban Forest Management)

- Tree trimming
- Tree removal & stump grinding
- Tree planting

Median Island & Trail Maintenance

- Most median island maintenance occurs on a 90-day cycle
- Trail maintenance has improved to a 90-day cycle under Measure P
- Special projects
- San Joaquin River Parkway

Community Facilities Districts (CFD's)

- Utilized in new growth areas of the City
- Developers may annex new developments into a CFD, where special tax assessments pay for landscape maintenance, street lighting and street repairs, or from a private homeowner's association

TRAFFIC & ENGINEERING SERVICES

Transportation Planning

- Capital planning
- Grant development team
- Active transportation plan - bike lanes, trails and sidewalks
- Traffic planning studies
- School safety

Engineering Services

- Development review
- Permitting
- Inspection

Traffic Operations

- Traffic control plans
- Traffic studies for stop signs, traffic signals, speed ordinance
- Traffic calming
- Street work permits
- Intelligent Transportation Systems (ITS)
- Traffic Operations Center



SUSTAINABILITY



GRAFFITI ABATEMENT



What is Pavement Management?

Monitoring, evaluating and maintaining roadways for the purpose of maximizing the life of pavement while minimizing costs.

- **Assessment** - Pavement Condition Index (PCI)
- **Prioritizing** - Streets that need maintenance or rehabilitation based on condition, traffic, and available funding
- **Treatment** - Choosing the right strategy for each segment of street like slurry seal, crack seal or repaving.
- **Budget Optimization** - Deciding where to allocate funds for the greatest need and impact



How Ratings Work

PCI



70-100 Good or Very Good

Recently paved or like-new condition, minor surface defects but still smooth and safe.



50-70 Fair

Noticeable wear, may need preventative maintenance like slurry seal or thin overlay.



25-50 Poor

Significant cracks, rutting or roughness. Frequent patching, bumpy ride. Needs rehabilitation.

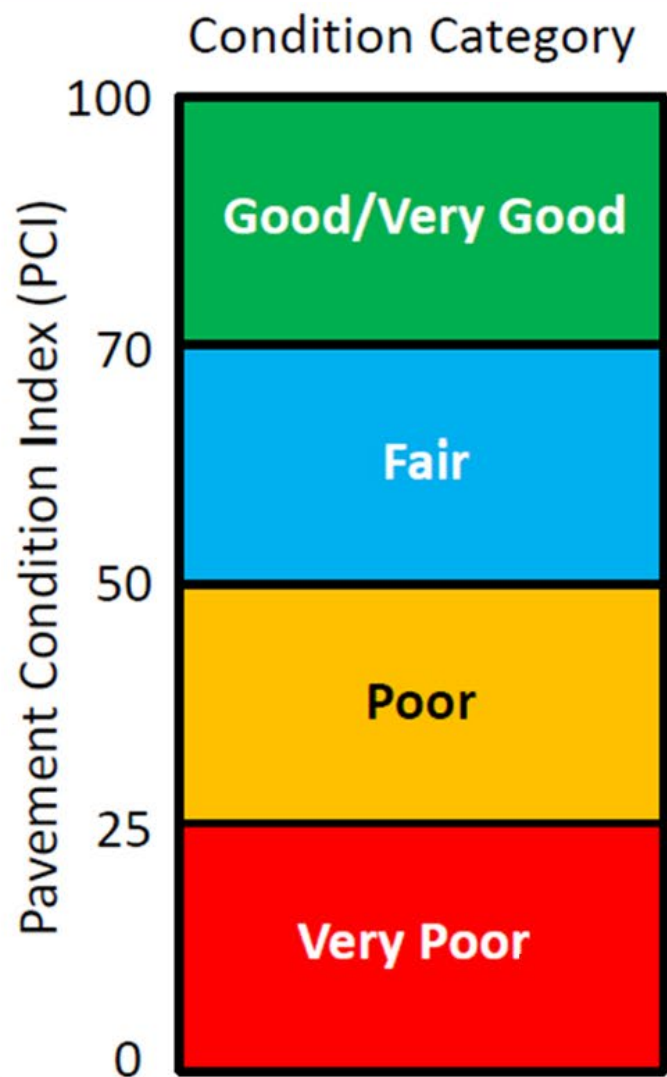


0-25 Very Poor

Road is degraded to the point it cannot be rehabilitated - requiring full repaving.

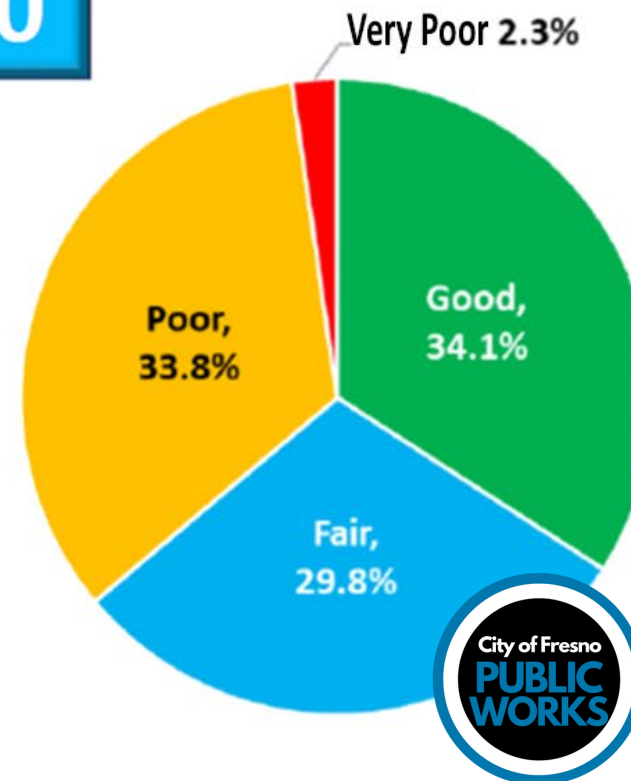
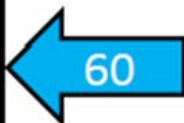


City of Fresno PCI 2021 Assessment



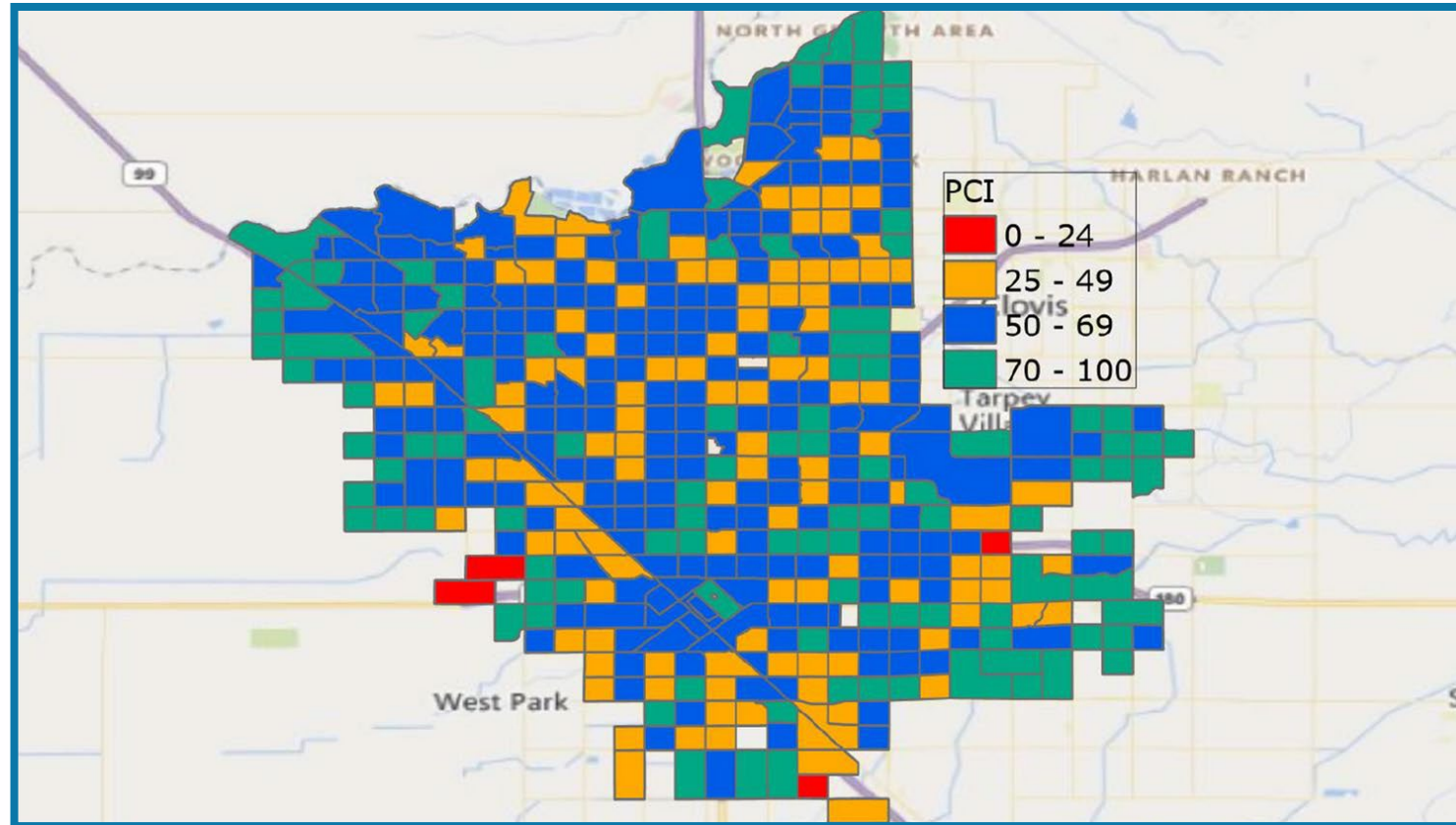
Network PCI = 60

Arterials PCI = 62
Collectors PCI = 64
Residentials PCI = 60



Network Mileage & PCI

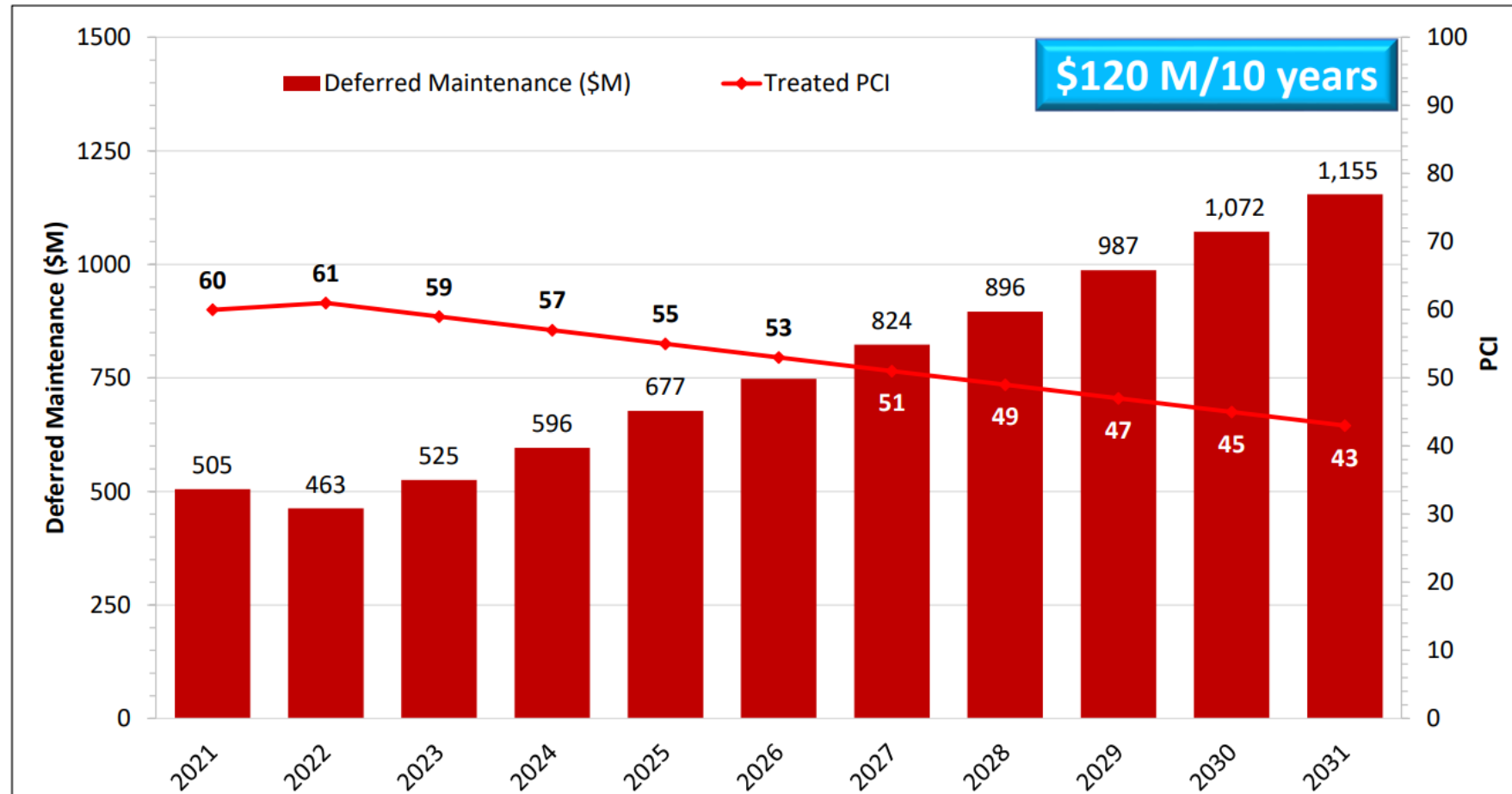
1,767 miles



2021 PCI Projections



Scenario 1: City's Existing Funding



Current Funding Level

\$1.2 Billion in Deferred Maintenance

Repair, rehabilitation or repaving work to keep roads in good condition. Limited funding challenges compound the problem. The City would need \$1.2 billion today to bring streets up to good or very good PCI.



Pave More Now \$100 Million Bond

City of Fresno's multi-year commitment to repairing and repaving more streets, using smart planning and dedicated funding to tackle decades of deferred maintenance. The program focuses on resurfacing major corridors, neighborhood streets, and school routes – stretching every dollar to get the most pavement restored.





Funding Sources

Deferred Maintenance vs Annual Funds
Pavement Maintenance & Reconstruction

\$1.2 Billion in deferred maintenance

\$12-20 million in annual funds

Federal & State grant funds

SB1 Gas Tax, Gas Tax, Measure C



Maintenance Funding & Uses

Gas Tax Funding Sources:

Original Gas Tax, Proposition 111 Special Gas Tax, ABx86

• Traffic Signals & Streetlight Maintenance	\$8.5 million
• Emergency Street Operations	\$0.4 million
• Concrete Strike Team	\$2.1 million
• ADA Curb Ramp Upgrades	\$0.5 million
• Traffic Sign Repair & Replacement	\$2.2 million
• Pothole Program	\$0.7 million
• Median Island Maintenance	\$0.9 million
• Street Tree Maintenance	\$2.0 million
• Minor Capital / Grant Match	\$0.6 million
 • Total Appropriations for FY26:	 \$17.9 million



Maintenance Funding & Uses

Senate Bill 1

- Street Maintenance – Paving & Concrete \$6.1 million
- Grant Match - Federal Repaving Projects \$3.9 million
- Grant Match –Traffic & School Safety Projects \$0.8 million
- Traffic Signal & HAWK Improvements \$3.5 million
-
- **Total Revenue for FY26: \$14.3 million**



Measure C Operating & Capital

Measure C Street Maintenance

• Paving / Overlay	\$2.7 million
• Slurry Seal (Preventive Maintenance)	\$0.6 million
• Restriping of Roadways (Paint)	\$1.5 million
• Crack Sealing	\$0.3 million
• Bridge Maintenance & Misc Repairs	\$0.5 million
• Pothole Program	\$1.7 million
Total Revenue for FY26	\$7.3 million

Measure C Flexible Program

• Capital Program & Grant Match	\$4.2 million
• Traffic Operations Center (Traffic Signals)	\$2.0 million
• Traffic Operations – Safety Improvements	\$0.8 million
Total Revenue for FY26	\$7.0 million



Measure C Operating & Capital

Measure C – major capital improvement projects for FY26

• Regional Tier 1 Funding (Peach Avenue, Cesar Chavez Blvd, Herndon Avenue)	\$22.9 million
• Trails Program (match for CMAQ-ATP Midtown Trail projects)	\$5.2 million
• Bike Lane Program	\$0.4 million
• Transit-Oriented Development Grants (Blackstone Avenue, Cesar Chavez Blvd)	\$4.6 million
• New Technology Grants	\$2.4 million
• Blackstone-McKinley Grade Separation	\$50.5 million

Total Appropriations for FY26

\$86 million





thank you

Questions?



++++





Fresno County Transportation Needs

Department of Public Works and Planning

What is unique about Fresno County

We have the most maintained road miles of any County in California - 3,470, more than Kern (#2) and Los Angeles (#3)

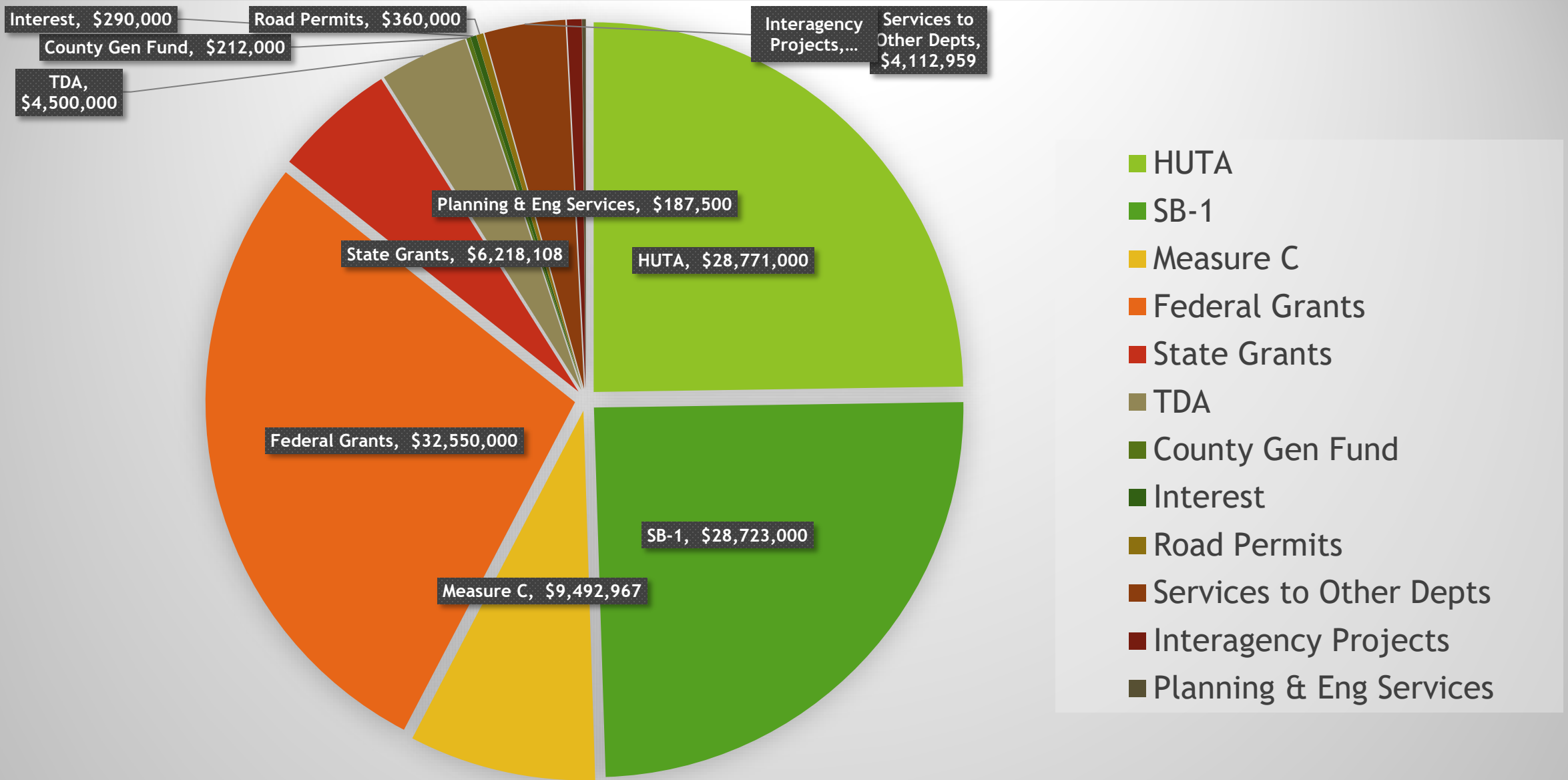
At 6,000 square miles, Fresno County is larger than 10 states.

Population of the unincorporated area is 177,000, while the entire County is over 1 million

How do we select projects

- The Department's pavement management system (PMS) - StreetSaver, based on field data collected by staff
- Bridge Inspection Reports (performed by Caltrans)
- Local Road Safety Plan/Accident Reports
- Safe Routes to School Walk Audits
- Public Outreach/Complaints

Revenue Breakdown



How Gas Taxes are apportioned to the County by the State

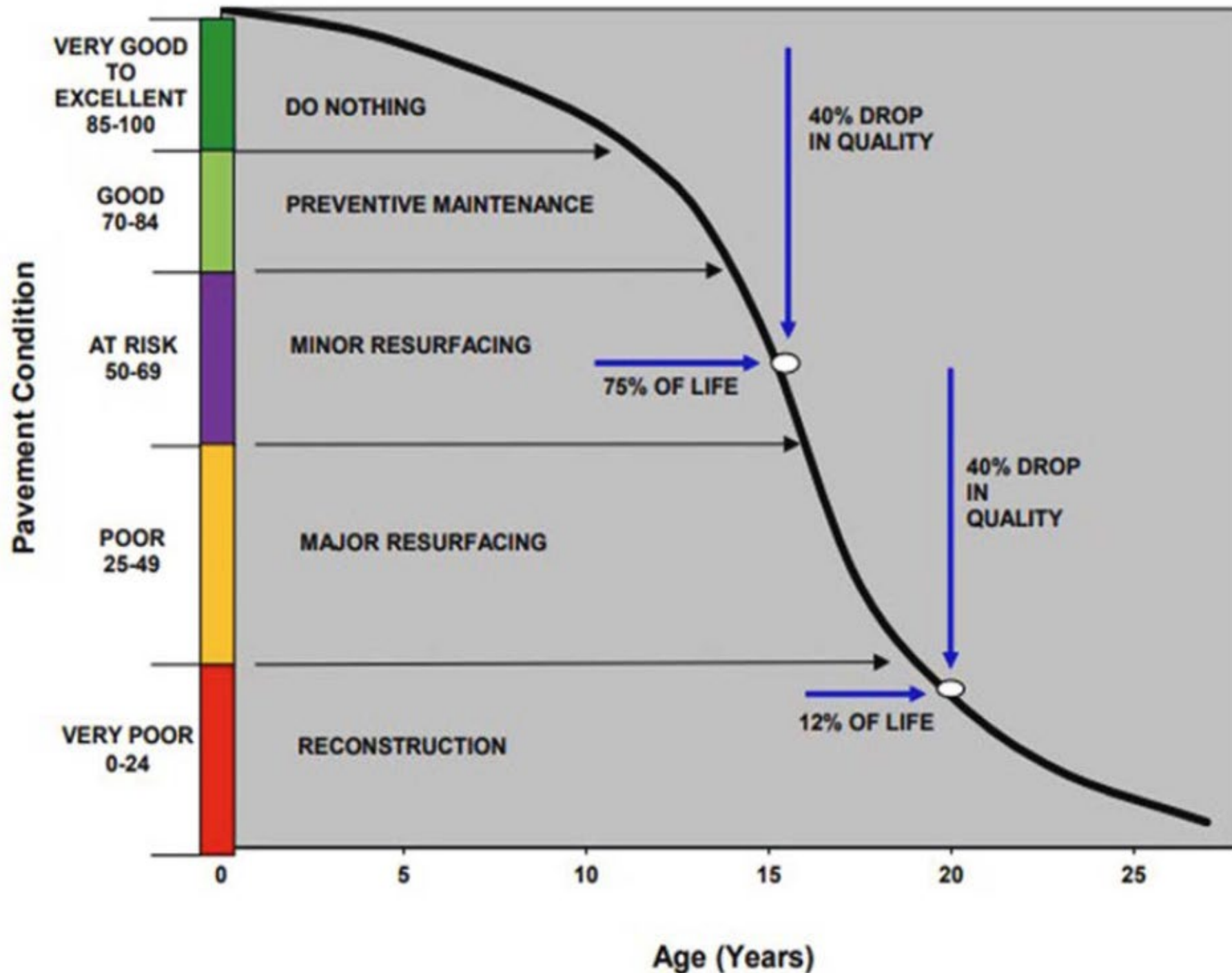
- ❖ Fresno has over 3,400 County-maintained road miles
- ❖ Annually, we receive about \$55M in Gas Tax (HUTA and SB-1 combined)
- ❖ Orange County has only 325 maintained-road miles, and they receive twice as much funding as Fresno County, due to heavy emphasis on population (75% population/25% lane miles formula)



Measure C funding apportionment

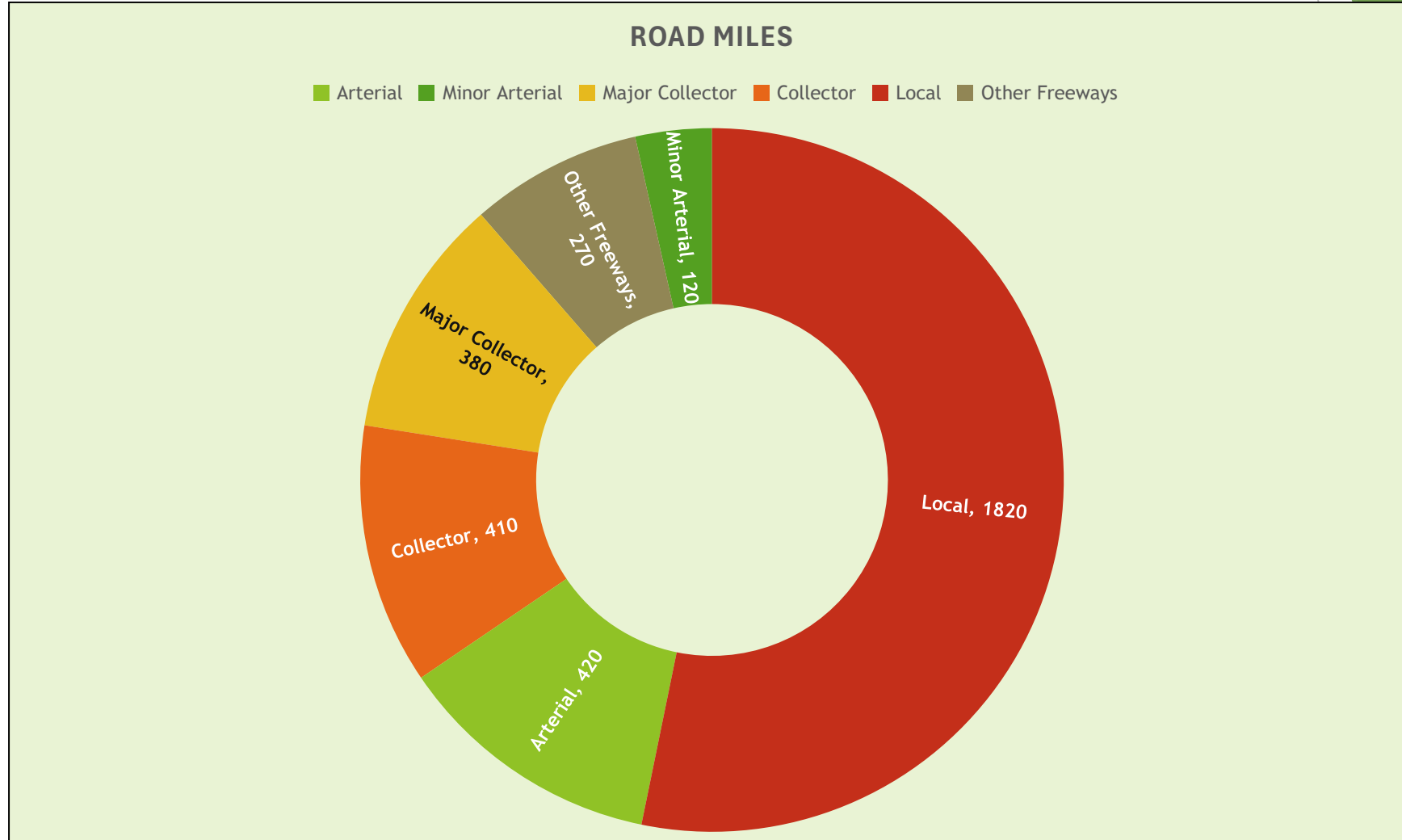
- ❖ For the existing Measure C, the Local Programs allocation is also based on the 75% population/25% lane miles formula, which only exacerbates the existing imbalance in the allocation of state gas taxes
- ❖ The County receives \$4.3 million annually for Street Maintenance or about \$1,200 per mile
- ❖ A new formula in the new measure should help address the imbalance in fund distribution



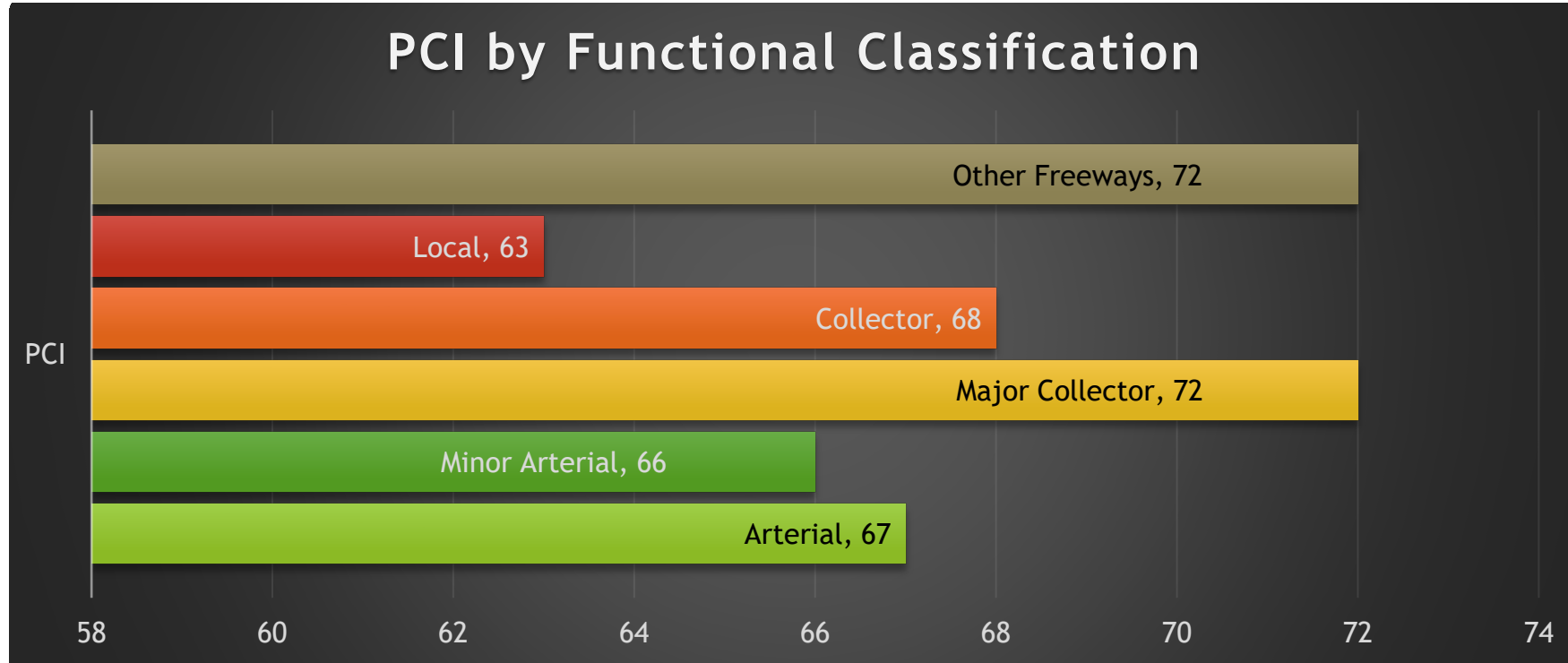


Pavement
Degradation
Curve

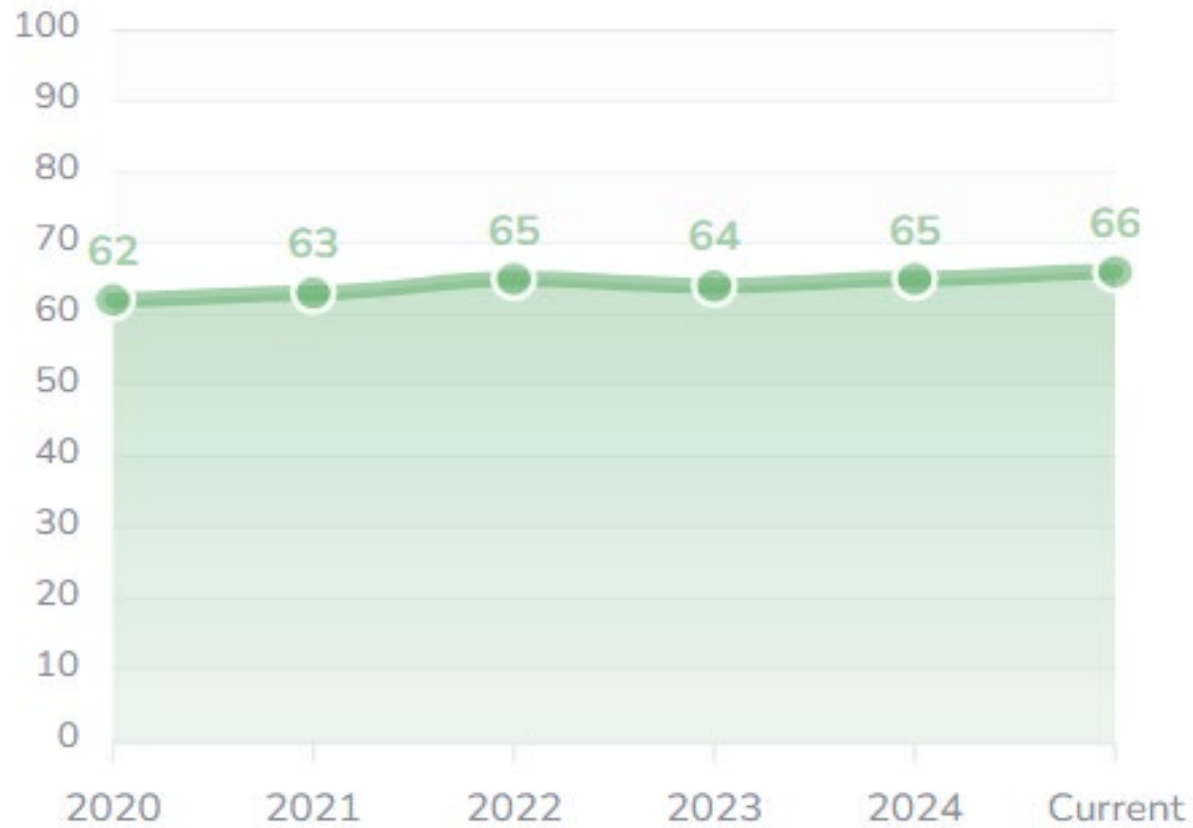
Road Miles by Functional Classification



Pavement Condition by Functional Classification



HISTORICAL PAVEMENT CONDITION TRENDS



Costs to raise the PCI to 70 would range between \$500 million and \$2.5 billion



THANK YOU!

QUESTIONS?

Item 6:

Public Transportation: FAX, Clovis Transit, FCRTA



Fresno Area Express & Measure C

Projects, Impacts, and Future Plans
Measure C Steering Committee

September 11, 2025



About Us: FAX Budget

FY 2026 Operating Budget

Fund	Expense Type	Amount
Transit Enterprise <i>(TDA, Fares, LCFS Credits, Ad Revenue, etc.)</i>	PERS	\$31,775,000
	NonPERS/ID	\$9,035,800
	Capital Match	\$15,157,400
Federal Operating <i>(Annual 5307 funding allocation)</i>	PERS	\$11,276,000
	NonPERS/ID	\$10,292,700
	Capital Match	\$0
Grant Project Operating <i>(Grant awards for special operating projects, such as CMAQ, LCTOP, AHSC, etc.)</i>	PERS	\$2,377,300
	NonPERS/ID	\$10,000
	Capital Match	\$0
Measure C	PERS	\$9,448,100
	NonPERS/ID	\$3,594,000
	Capital Match	\$2,505,000
Total:		\$95,471,300

FY 2026 Capital Budget

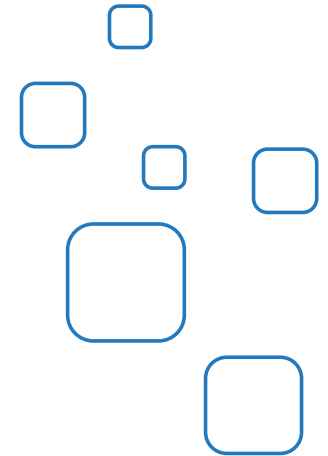
Fund	Expense Type	Amount
Transit Enterprise <i>(TDA, Fares, LCFS Credits, Ad Revenue, etc.)</i>	PERS	\$0
	NonPERS/ID	\$0
	Capital Match	\$15,157,400
Bus Match Reserve <i>(TDA funds specifically allocated to match grant-funded bus purchases)</i>	PERS	\$0
	NonPERS/ID	\$0
	Capital Match	\$8,007,500
Grant Project Capital <i>(Grant awards for capital projects, such as CMAQ, LCTOP, AHSC, etc.)</i>	PERS	\$0
	NonPERS/ID	\$110,793,300
	Capital Match	\$0
Measure C	PERS	\$0
	NonPERS/ID	\$0
	Capital Match	\$2,505,000
Total:		\$136,463,200

See the impact: Measure C funds leverage capital grants to keep projects moving!

Measure C Historical Revenues

Fiscal Year	Measure C Revenue Received (\$)
FY 2015	\$9,021,231
FY 2016	\$9,512,168
FY 2017	\$9,635,196
FY 2018	\$10,352,429
FY 2019	\$10,601,384
FY 2020	\$10,720,960
FY 2021	\$12,688,250
FY 2022	\$15,144,760
FY 2023	\$15,207,257
FY 2024	\$15,064,114
FY 2025	\$14,908,290

- Over the last 10 years, Measure C revenues for FAX have increased by approximately 65%, for both operating and capital projects.
- Over that same time, the FAX operating budget has increased by 103% and the FAX capital budget has increased by 13%
- This means the Measure C funding allocation has not kept pace with budget increases across the years, lessening its impact to the department.
- Since the 2007 renewal, Measure C has provided over \$169 Million in revenue to FAX.



Measure C Current Projects: Operating Support



1. Increased Frequencies



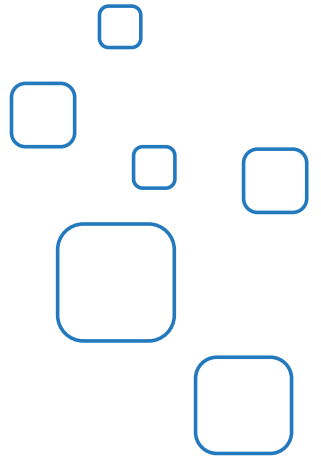
2. Day Service



3. Weekend Service



4. Night Service



Frequency Improvements:

Making the FAX System Run Faster

Measure C Increased Frequencies

Route	Current		Proposed		Change		% Change		# of Buses		Costs		Difference
	Hours	Miles	Hours	Miles	Hours	Miles	Hours	Miles	Current	Proposed	Current	Proposed	
09 Shaw (10 min 6AM to 9AM) *	25,731	326,939	31,704	403,488	5,973	76,549	23.2%	23.4%	7	9	\$2,266,620	\$2,793,871	\$527,251
22 West Ave / Tulare (20 min 6AM to 6PM)	24,935	299,248	32,963	395,016	8,028	95,768	32.2%	32.0%	5	9	\$2,167,148	\$2,863,913	\$696,765
26 Palm / Butler (20 min 6AM to 6PM)	28,715	339,490	38,828	450,148	10,113	110,658	35.2%	32.6%	6	10	\$2,487,120	\$3,348,176	\$861,055
28-DSS / MTC / W. Fresno (15 min 6AM to 6PM)	35,234	381,413	43,323	470,094	8,089	88,681	23.0%	23.3%	7	10	\$2,993,057	\$3,682,066	\$689,009
32 Fresno St (20 min 6AM to 6PM)	25,883	272,867	34,435	357,738	8,552	84,871	33.0%	31.1%	5	9	\$2,186,484	\$2,900,091	\$713,607
41 Malaga / Shields (20 min 6AM to 6PM)	27,582	330,895	38,429	456,527	10,847	125,632	39.3%	38.0%	6	10	\$2,397,003	\$3,332,147	\$935,144
	168,080	1,950,852	219,682	2,533,011	51,602	582,159	30.7%	29.8%	36	57	\$14,497,432	\$18,920,264	\$4,422,831
										New Buses Needed :	21	Operations Cost Increase	30.51%
												Cost for new buses**	\$37,800,000
												Total	\$42,222,831.27

19 schools and 1 Community College Center

Do we need more Bus Drivers ?
Do we need to Purchase New Bus?
Add Amenities

Service Cost and Impacts

Adding 15,600 new hours of service

Adding 178,000 miles of service coverage

With 8 new Drivers and 3 new Buses

\$1,338,604.00 per year in Operating Cost

Measure C Future Priorities:

1. Increased Grant Match

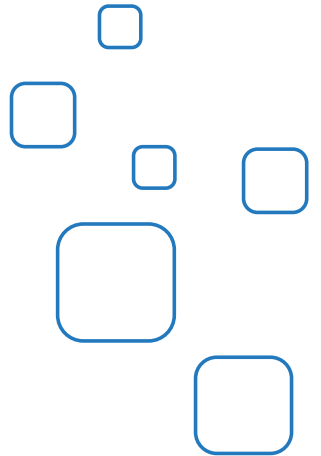
- *Leveraging Measure C funds with grant awards to keep projects moving*

2. Increased Frequencies

3. Increased Coverage

4. Increased Weekend Service

5. Increased Night Service



Contact

If You Have Questions
Please Contact Us Directly

Gregory A. Barfield, M.A., Director
City of Fresno-Department of Transportation/FAX

559-621-1445

Gregory.Barfield@fresno.gov

Fresno.gov/FAX

Social Media: [@fresnofax](https://www.instagram.com/fresnofax)





CLOVIS TRANSIT

Amy Hance
Measure C Presentation
September 11, 2025

Who We Are

- Serving the Clovis and Fresno residents since 1979
- Clovis has a population of 125,833
- Sphere of Influence is 35.79 square miles
- Services are provided within the sphere of influence, including Tarpey Village
- We offer two services for **FREE**:
 - Fixed Route (Stageline)
 - Paratransit (Round Up)



Source of Funds

- Transportation Development Act (TDA)
 - Local Transportation Fund (LTF)
 - State Transit Assistance (STA) fund
- TDA requires a local match of 55%
- Measure C funds provide the TDA local match requirement
- Additional Measure C Grants provide funding for projects
- **FTA 5307 and 5339 –new recipients**



Operating Cost

- Stageline (Fixed Route)
 - \$4,019,825
 - Measure C - \$1,975,135
 - Ridership 15,000 passengers per month
- Round Up (Paratransit)
 - \$5,938,947
 - Ridership 10,000 passengers per month



Measure C Impacts



Supporting Operational Costs



Allows Clovis Transit to offer services for **FREE**



Services offered well beyond $\frac{3}{4}$ of a mile requirement



Serve the Communities of
Clovis, Fresno, and Tarpey

**Over 2 million rides for
passengers in the last ten years**



Supports projects through
additional funding opportunities:

New Technology
Transit-Oriented Development (TOD)



Measure C – New Technology

Electric Bus Pilot Project
Measure C Contribution:
\$407,283



Intelligent Technology Project

Measure C Contribution:

\$425,000



Measure C – Transit Oriented Development (TOD)

Peach Bus Stop (DSS)
Measure C Contribution:
\$93,000



Measure C – Transit Oriented Development (TOD)

Landmark Square Transit Building

**Measure C Contribution:
\$250,000**



Measure C – Transit Oriented Development (TOD)

Landmark Square Bus Shelter Phase 2

**Measure C Contribution:
\$300,000**

No Measure C – Potential Impacts



Service hours may need to be reduced



Riders may be required to pay for transit services



Service area may need to be reduced



Delay projects due to lack of local match funds





CLOVIS TRANSIT

Amy Hance, General Services Director (559) 324-2769

Bethany Berube, Deputy General Services Director (559) 324-2771

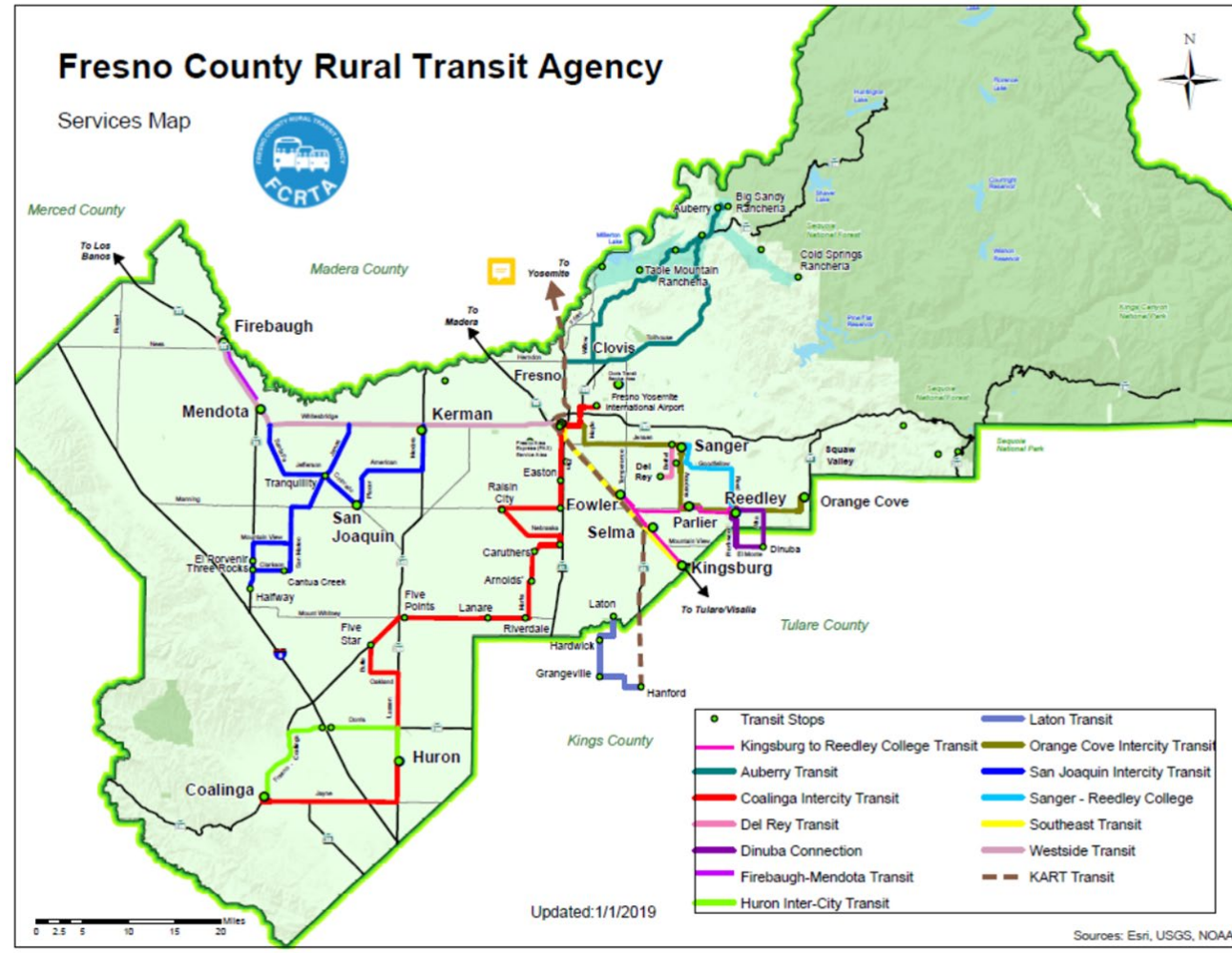
Thank you for your time!

Measure C Steering Committee Meeting

Thursday, September 11, 2025
Fresno County Rural Transit Agency



FCRTA Service Area



Current & Past Measure C Funded Operations and Services

- Fares for seniors, disabled, and veterans on the intra-city service
- Reduced fares for seniors disabled and veterans on the fixed routes services
- Reduced monthly passes for college students on college routes
- Measure C funds added to achieve 10% TDA rural farebox requirement
- Match funding for FTA 5311 formula grant funding used for operations
- Match funding for CTSA Social Services Transportation with FEOC.
- Demo projects such as Biola Microtransit, Shuttle Transit, Big Trees Transit, West Park Transit, Lanare Transit
- Routes services such as college routes and rural transit service
- These are operations and services would be continued with Measure C funding renewal

Aspirational Future Operational Projects with Measure C Funding

- Expanded hours of service- evening and weekends
- Increased frequencies on the fixed route services
- Reduced fare programs for seniors, disabled, students, veterans
- Rural Microtransit service for unincorporated communities
- Expanded service at affordable housing sites (Fresno Housing, Self Help, and private developers)
- Expand services under the CTSA
- Match funding for future projects (operations)
- Script service for Uber/Lyft

Aspirational Future Capital Projects with Measure C Funding

- Transition to and deploy zero-emission fleet.
- Install charging infrastructure county wide to support fleet.
- Develop mobility & microgrid resiliency hub in the rural cities.



Thank you



Contact Information:

Moses Stites – General Manager

mstites@fresnocog.org

Janelle Del Campo – Deputy Director

delcampo@fresnocog.org

(559) 233-6789



FCRTA Fresno County
Rural Transit Agency



Item 7:

Other Self-Help Measures: Some Comparisons

Programs	1986 Measure (57.6% Yes, Passed)	2006 Measure (77.7% Yes, Passed)	2022 Measure (58.2% Yes, Failed)
Local Streets and Roads	0%	15.8%	51.37%
Local Return (Flexible Funds)	25%	14.8%	17.69%
Regional (including Airport and Grade Seps)	75%	36.4%	14.6%
Transit	0%	19.6%	11.88%
Active Transportation	0%	4%	1.1%
Special Programs (New Tech, Car/Vanpools, TOD, etc.)	0%	7.6%	2.11%
Administration	0%	1.8%	1.26%

Programs	1986 Fresno	2006 Fresno	2022 Fresno	2022 San Joaquin	2008 Santa Barbara	2004 Contra Costa	2004 Sacramento	2006 Orange	2006 Tulare	2022 Sonoma	2014 Alameda
Local Streets and Roads	0%	15.8%	51.37%	35%	58%	24%	38%		35%	38%	10%
Local Return (Flexible Funds)	25%	14.8%	17.69%			2%		17%			20%
Regional	75%	36.4%	14.6%	32.5%	20%	27%	12%	54%	50%	27%	9%
Transit	0%	19.6%	11.88%	28%	16%	41%	42.75%	25%	10%	23%	46%
Active	0%	4%	1.1%	2%	4%	2%	5%		2%	12%	8%
Other	0%	7.6%	2.11%	2.5%		3%	1.5%	2%	2%		4%
Admin	0%	1.8%	1.26%	1%	1%	1%	.75%	1%	1%	1%	1%

Steering Committee Meetings

Tentative Schedule

- **September 18** (Note: Additional meetings may be needed between 9/18 – 10/9 to get to final allocation recommendation)
- **October 9**
- **October 16**
- Additional Activities:
 - End of Sept. ➡ Begin polling process
 - End of Oct. ➡ Large community meeting to review SC recommendations
 - Nov. & Dec. ➡ Recommendations to COG, FCTA & local gov't agencies

Item 8: Adjournment

