Measure C Steering Committee

October 16, 2025

Minutes were taken from transcripts and edited for clarity as needed.

Summary of Meeting

The October 16, 2025, Measure C Steering Committee meeting focused on informational presentations and discussions regarding general category allocations for Regional Connectivity, Other, and Administration, under "What Can Measure C Buy and Where Are The Gaps?"

Staff provided an overview of funding for Regional Connectivity and the currently programmed Regional Transportation Plan (RTP) projects. Following that, staff reviewed previously presented information regarding current programs included in the Draft Measure C Renewal Recommendation for the following programs:

- Senior Scrip Program
- Ag Worker Vanpool Subsidy Program
- Carpool Incentive Programs
- Commuter Vanpool Subsidy Program
- New Technology Program
- Transit-Oriented Infrastructure for In-Fill Program

As well as the School Bus Replacement Program which is not recommended for continuation in the next Measure C. Staff then presented information regarding the current Administration budget and duties, before discussing Federal and State Funding for RTP projects currently programmed. Following that discussion, the committee discussed review periods, amendments, and engaged in a deep discussion about their vision for the Renewal's Citizen Oversight Committee's make-up and duties.

Item 1: Roll Call

The following steering committee members were present, either in person or online:

Lino Mendes	Mona Cummings	Pastor Joby Jones
Karen Musson	Scott Miller	Oralia Maceda
Larry Westerlund	Gail Miller	Evelyn Morales
Jenn Guerra	Kay Bertken	Sher Moua
Joseph Amador	Sabina Gonzalez Eraña	Espi Sandoval
Sara Montemayor	Dr. Justin Myers	Travis Alexander
Lee Delap	Dr. Esmeralda Diaz	Adam Holt
Darren Rose	Veronica Garibay	Bill Nijjer
Tina Sumner	Mandip Johal	Mark Scott

Item 2: Meeting Overview

Mark Keppler - What we did last… I'm going to pick up where we left off last time. We did some informational presentations and comparisons. We did existing neighborhoods, roads, we did public transportation, and we did…

Is that Veronica? Veronica Garabay just walked in, so she is here.

So we did existing neighborhood roads, we did public transportation, and active transportation. What we wanted to do is then finish up with the informational category presentations, so the Regional program, Other, and Administration. And then what we'd like to do today is then get into a discussion about the implementation guidelines, specifically oversight. The staff is going to go over what's in the current measure, what is in other measures, and then we're really going to be soliciting your input and comments, because you received this in the agenda packet, your comments and feedback on what needs to be considered in the implementation guidelines as it comes to oversight. That's a huge issue.

Last thing I want to mention is, kind of going forward, and I will repeat this at the end of the meeting, kind of the next steps. So, we're beginning the implementation guidelines now, starting with oversight. Starting tomorrow, or maybe next week, you're gonna start seeing drafts of the IGs, I'm gonna call them IGs and not say implementation guidelines each time. You'll be seeing draft IGs coming from COG, and we'll send it out to the committee, and then you'll have an opportunity to submit comments and edits and what you think needs to be in it, and then it'll go back to COG. COG will redraft it, send it out again, get your comments and edits, and keep doing this until we think we've got some consensus on the IGs, and which we're trying to give you 3 or 4 weeks for that process to work itself out.

The next meeting that we have with the Steering Committee is on the 29th, and the hope is that we're going to be able to have a vote on the general category allocations next (meeting). So, the next meeting is particularly important that everybody be here. You have to vote in person; you can't do it via Zoom, because we are now following Brown Act requirements, and by the way, my understanding is we're doing this out of an abundance of caution. I'm not sure that there has been a definitive legal opinion on whether or not this does qualify for the Brown Act, but regardless, we're going to follow that just to be safe. So that's what we're doing.

So, the agenda will be posted for the 29th meeting on Sunday, the 26th, by 3 o'clock. We'll then have the meeting on the 29th. It will be a vote on general category allocations. What we're going to do is present to you several options as to how to approach this, and then you can decide which approach you want to take or none of the above, and we can start all over again, but we're trying to provide some options that you can vote on and will be supportive of and with that, you know, just as an aside, several of them are going to be COG-developed options, based on the preliminary vote you took with the medians, based on feedback we received from community meetings, from Transportation for All, as well as feedback we received from the COG Policy Board. All of that is going into the big mixer, and to come up with a proposal that the COG staff hopes is going to generate support, so we'll have several options to do that. So anyway, the goal right now is to have a vote on general category allocations on the 29th.

By the way, just as a footnote, the COG Policy Board meets on the 30th, so we're hoping to give them an informational report that next day to show… tell them where you are, at least on general category allocations. One of the things that you should remember is that we're talking about a consensus proposal, and that has two parts. It's not just the general category allocations; it's also the implementation guidelines. It's an AND test, not an OR test. So, both of them have to be approved by 70% to have a consensus proposal. But we're hoping that on the 29th, we'll at least have the general category allocations resolved.

Let's see, we will then have another meeting. Right now, it's tentatively scheduled for Thursday, November 6th, when we will continue to work on the implementation guidelines, and hopefully discuss the poll results. There's a poll out in the field, hopefully we'll have the results by then that we can share with you, and maybe that will influence your opinions or suggestions as it comes to the implementation guidelines. The work would then continue, if necessary, for the implementation guidelines between that meeting on the 6th and, probably, the 9th. At some point, we're going to wrap that up. And then, we're gonna have to send out an agenda for the meeting on November 13th, on Sunday… if that's right, Sunday the 10th, we'll send out the agenda for the meeting on the 13th. The steering committee then meets on the 13th for final approval of the whole package, including the implementation guidelines. We've already… would already have approved, hopefully, the general allocations. And then on the 20th of November, all of this would be reported to the COG Policy Board, as your recommendations for a Consensus Measure C proposal going forward. So, that's the timeline laid out. If you didn't get that, I'll say it again at the end of the meeting, it'll also be on videotape, and you can go back and look at it if you missed anything.

So, with that, I want to get started, and we're going to jump right into it for informational category presentations from COG staff. We're going to pick up with the Regional Program. I think Paul's going to handle that.

Paul Herman - Good afternoon, everybody. Paul Herman, Deputy Director here at Fresno COG. Last meeting, we tried to get through as much as we could on the informational presentation, and so today we will finish that up, talk about the regional program, kind of other or our specialized programs and then also talk briefly about administration. And then there are opportunities to also talk about funding programs at the state and federal level. We did touch on this a little bit last meeting, but I wanted to give the opportunity, again, for this group to give us any feedback on that. So, let's see here…So Mark already kind of went through this a little bit, just to touch on that. As you can see, we're going to be talking about the informational presentations, as well as the implementing guidelines, specifically around review periods, amendments, and oversight.

For the Regional Connectivity program, we have identified in this committee through its initial kind of poll, allocated around 10%. Traditionally, or in the existing measure, we have allocated 1% for the Fresno airports to continue improving the airports as they grow, and we've seen some really great growth out of Fresno Yosemite International Airport in the last few years, especially after the pandemic. So, I think there is hopefully broad support to continue the improvements we see at the airport so that it can continue to grow. Also on the regional side, we have a map that we pulled from our RTP. This is not encompassing, of kind of all the projects that would be really eligible under regional. Really, there are some operational projects based on their size that would need funding through a regional program.

Typically, you consider these freeway interchanges, and other kinds of large capital programs or projects, but this here is kind of just your capacity increasing, projects that you see throughout the county. For many of the rural communities, this is important for their connectivity. For example, Manning Avenue connects several communities in the southeast part of the county. On the west side, or western Fresno County, you also see the Whitesbridge, or SR180, and SR33 through Mendota and Fireball. Those are state highways, but they're also roads of regional significance, meaning they connect several different communities together. This is really what we consider the regional program, its nexus being that it needs to serve multiple communities, in order to qualify as a regional project. Some freeway interchanges do serve regional needs, even if they are exclusively in one city, just from the fact that several communities rely on those connections to major cities in the... or major roads in the city of Fresno to get to their medical appointments or educational facilities. Large freeway interchanges have also been considered a regional asset in the prior measure.

Lee Delap - Yep, Paul, looking at the map, it doesn't look like 180 East includes McCall or the other signals east of Temperance, D. Wolfe, and Leonard. Those backup miles at 5 o'clock, at 8 o'clock, already.

Paul Herman - I just wanted to clarify, so this map is just showing, from the RTP, the capacity increasing projects. There are signal projects like you're talking about, and other operational projects that aren't shown here that would qualify, really, as a regional type of project, and so I did want to try to make that caveat that this really is just representing those capacity-increasing projects that we've received in the RTP, but there are other projects, like you mentioned, Lee, that would be considered regional in nature that aren't, just increasing capacity. Thanks for the point, Lee.

We'll move on to the next section. I guess if there are any questions on regional specifically, or if we want to go through these few slides that we have, and then take a bunch of questions. I'm okay either way. But I was going to start working on the other programs and highlighting what those are in the current measure.

Lee Delap – Question was the allocation for regional programs. Currently, we have it at 10% right now, which to me seems low.

Paul Herman - So, yeah, in the current measure, it's just over 30%, and then this, this committee has added, the grade separation type project as an eligible project in the regional category, and that, in the last measure, got its own dedicated 6% allocation. So, if you're trying to compare the last measure to where we're landing here today, around 35-36% is what the current measure had allocated to both regional and grade separation programs, or projects.

I'm going to dive in, and Brenda's going to help me on some of this, but at a high level, I just wanted to describe some of the other or specialized programs that we've had in the measure, and then I'll hand it off to Brenda to dive into some of these for you, and I'll touch on a few as well. So, just at a very high level, Fresno COG administers several of these programs. I think, actually, besides the last, the school bus replacement program, which this committee has not put into any of your categories, but the other five that we show here have some mention in some of the categories that the committee has considered. We have our Senior Script program that Fresno COG administers. We also have our Farmworker Vanpool and our Carpool Vanpool Programs, as well as our New Technology and our Transit-Oriented Infrastructure Programs. And so, I will hand it off to Brenda to talk about a few of those, and I'll be back.

Brenda Thomas - We did go over this, but it was way back in May. Remember that month? It seems like forever ago. So, we just wanted to give you a quick recap, and for those who were not on the committee then this might be new to you. Fresno Cog does implement the Senior Script program. It used to be Taxi Script, which provides 75% off rides on Uber, Lyft, EOC transit, non-emergency medical transportation, and taxis for seniors who are 70 and older.

This (slide) gives you… It's kind of hard to see, apologize, but this, our 2024 script sales, you can see we have 9,198 seniors currently enrolled, but they purchase script and hoard it and save it, it doesn't expire. And so these were the numbers in 2024. We have two kinds of script, I should say. We also have a paper script, which we started with, and then we were able to add eScript so they could have an account and pay with a credit card, access Uber and Lyft, and charge their eScript account. But altogether, 956 seniors purchased in 2024's fiscal year. And, then there's a breakdown there as well, and average trip per mile, average cost per mile, but they pay 25% of the actual cost here.

This gives you a quick summary. $863,000 was allocated for the 23-24 year. We calculated this in spring, so it's a little bit behind, but $528.9K was actually budgeted, leaving a surplus of $334K. We have a surplus just about every year. We never really spend it all, and there are a lot of reasons for that. Over $4.4 million was held in reserve, with $2.5 million of that reallocated to the Safe Routes to Schools program as a one-time allocation. There was what we considered overfunding. There's a long history. I helped start this program, and it was building until COVID hit, and then it really hit it hard, along with our other programs. But we were afraid in the beginning we would run out of money, so we were very conservative, and we didn't do the marketing; FCTA did the marketing for it, so, since we've had a surplus, we've started doing some marketing for this, working with a marketing agency, and really trying to reach out, to all over the county. The issues with it is that people want it to be lower than 70 years of age. We would suggest 65 at this point, having worked with so many people. And then, there aren't taxis and Ubers available everywhere. They go where it's most populated, and so we're constantly looking for drivers and providers who will sign up with the program. The non-emergency medical transportation providers who have just signed up in June. Jake runs the programs, and is that going pretty well? Yes. Okay.

Jake Martinez - Yes, it's going very well with our users.

Brenda Thomas - Okay, but if you have any questions, let us know. We have two vanpool subsidy programs. There's the agricultural or farmworker vanpool program, which provides monthly subsidies and expense reimbursements for new and existing vanpools that originate in Fresno County. That was written into the last measure. All the subsidies are currently paid through CalVans because they are the only vanpool provider for agricultural vanpools at this time. There's some counts here, the total number of leased vanpools in 2023-24, 2024-25. I think we're currently at 27 vanpools that we're funding, for over 300 people. And, pre-COVID, it was 54 vanpools with 585 total riders. And it gives you the trip length and all of that. Next slide.

And this gives you a $633K was allocated. That's an average per fiscal year, which goes up and down just a little bit, but $275K was actually budgeted and used, leaving a surplus, and again, $3.4 million was held in reserve, with $2.5 also reallocated for the one-time Safe Routes to School expenditure. This program we marketed hard with did mini-grants, we did deep dives, we hired people to go out and talk to the farmworker community, and drivers and providers, and we just hit a brick wall growing the program. We found it was best to work with CalVans since they were the Vanpool provider, and they were out in the communities. But this one, we really struggled to make it any bigger because of the requirements for agricultural vanpools that are not requirements for commuter vanpools. So it kind of peaked out at 54 total vanpools.

We also have a commuter vanpool program, and for all of these programs, information is on valleyrides.com, which is our commuter resource for all the programs and more. If you're looking for a carpool partner, this slide gives you information that is the same thing. It provides subsidies for new and existing vanpools. In 2023-24, we had 55 vanpools, then it went up to 58.

Pre-COVID, we peaked at 60 vanpools with 620 riders going all... they had to originate in Fresno County, but they could go outside of the region as well. Again, here's some information about, active participants, trip logs... oh, this is a Carpool Perks program, excuse me. Carpool... CarPerks is our carpool incentive program. It's morphed over the years, but, classically, people go into the program and can fill out a trip log for each commute that they share a ride with at least one other person. And then they earn points, which they can then redeem later, like many other programs, for prizes. There are different levels of prizes, depending on the number of points and how long you've saved them, and all of that. Pre-COVID, we had 1,378 active participants, and it was growing every year. That was a steady growth, and we're now down to 457, and it grows a little bit, it shrinks a little bit.

Same thing for this program, we had the $633K allocation. It's grouped in, actually, with vanpools, so Van Perks and CarPerks are together, and $1 million was taken from these programs for the Safe Routes to Schools program. I'm happy to answer any questions.

Veronica Garabay - I just have a quick question on the, senior script program. The... I think you said the average, miles, the 5... just over 5 miles? Do you have any insights as to why that's the average? Is it that trip length just given the distance between, you know, some of the rural communities and the metro areas?

Brenda Thomas - I think it's because most of them are... they want to go to the local grocery store, the doctor, yeah, and because many of the rides that are available, the Ubers and Lyfts, are in the urban area. So, we do have some in... there's been taxis out in rural areas that were specifically coming from that region, and we have lost taxi providers as well. Companies have closed, they've gone into either not providing rides anymore, or doing Uber-Lyft, and they make more money where there's more population. So, I think that's been our biggest problem with that.

Mark Keppler - Is there another question here?

Sabina Gonzalez Erana - Hi, thank you. I wonder two things. One is if you all could share these slides. I don't know if they were already shared, and I missed them.

Brenda Thomas - They haven't, but we'll put them online, yeah, probably before I go to bed tonight.

Sabina Gonzalez Erana - And then I'm curious about, like, in the programs that you just described, I'm curious about how much money had to be kind of diverted to reserves because it was, you know, overfunded, as you called it. I'm just curious about that, because I didn't realize that you had a... there was a one-time allocation to save Routes to School, and it makes me wonder, like, should that be permanent, or what to do with that.

Brenda Thomas - If so, I can tell you, Senior Script had $4.4 million in reserves before that money was taken. Ag Vanpool...Hmm, I don't know if I have vanpool on here. Oh, here it is. 3.4 million, and the commuter and carpool program had $1.9 million.

Mark Keppler - Okay, I think Sher had a question?

Sher Moua - Yeah, Brenda, I'm curious. You mentioned that some of these programs, outreach has been done, right? Like, for the farmworkers vanpool, you've gone out and talked to folks, and folks haven't used them, it seems like, right? I'm curious if feedback has been gathered on why they're not being used.

Brenda Thomas - For... well, it's different for each program. It’s niche, I'm sure not everyone knows about it, but not everyone wants to share a ride with a group of people. You have to have a driver who will be responsible for the group, take the van home, be responsible for the van. That's a big problem with the farm worker program. They want to be paid. We cannot do that. You cannot pay the driver. We built incentives into help for the first year to help keep a vanpool going once it starts and keep it on the road, but it's only for that first year. (Speaking to Jake Martinez, staff) I know for farmworker, there was just... it... I think it was mainly the driver. Do you remember any more than that? We had a... we had different staff working on it at that time. But, I know there are regulations for ag worker vanpools that are not...they're not the same regulations for commuter vanpools. So, I know there were some roadblocks there with requirements. And then they move a lot. You know, they're going from field to field. They're not always going to the same place. It could be going to a field, or it could be going to an ag production warehouse. We expanded the program. At first, it was just farm workers, and then we changed, expanded it to all ag workers. So, it... and it's seasonal, so they start a vanpool, they use it for a while, then the season ends. Then the next season, they start another vanpool. So, that is a change, too, as far as what work is available. We tried working with...the folks in charge of providing rides and getting rides to ag workers. (Farm labor contractors) But they... they were not able to get behind the program for some reason. It just is... it seemed like one thing after another. And we had mini-grants out there to go out and talk to farm workers and try to get people, asking Hey, will you drive your group? Will you be responsible? And they just didn't want to do that. And so we fund whatever CalVans is able to put together at this point. And I've talked to Enterprise Vanpool as well; they're interested in perhaps starting an Ag Worker program.

Larry Westerlund – Thank you for the information. You said there were more seniors were using the Script program prior to COVID? I mean...10,000 more? 5,000 more? How many more were using it instead of the 990 that are using it now?

Brenda Thomas - I thought I had that on here.

Mark Keppler - Can we go back to that slide?

Larry Westerlund - I didn't see it on the slide, but maybe I'm missing something. Do you have any idea?

Jake Martinez - Good afternoon, everyone. My name is Jake Martinez. I'm the Senior Script Coordinator. Just want to introduce myself. Back in 2018,

Brenda Thomas - We had 1,492 active users in 2018-19. 2019-20... 2020, it went down 1,170, then the next year, 2020-2021, 633. And, went down to 536 in 2022-23.

Larry Westerlund - Well, I wonder, I think Mr. Mua asked, I mean, have you guys ever surveyed why... I mean, there's something like 50,000... people in Fresno County that are over 70 years old. Just pulling up the math on AI. 900, or 1,000, or 1400 using it is...I'm... yeah, I'm not sure why we're doing the program, if it's that small a percentage. And I know you're... said you're concerned about, you know, advertising too much and getting... I think it'd be beautiful if we had a gazillion people and had to come back and figure out how to get you more money. Have you ever surveyed or figured out why?

Brenda Thomas - We have been in different phases. I don't think we've done it very recently. We have done surveying to see how their experience is going. Why are you doing it? Some of them are buying it to save it in case, but a lot of them just want their independence. They're just not interested. Jake goes out and makes presentations several times a month to senior communities, or events where seniors will be, and they either are, this is so exciting, I can't drive, I love it, or...like my mom, I signed her up and she wouldn't use it, because she could still drive. And so they... she wanted her independence.

Larry Westerlund - Well, my mom did the same thing, too. I said, Mom, use the script. I think she'd rather have me, cart her, around.

Brenda Thomas - Exactly. There are a lot of seniors who... we've also heard that from different communities. The seniors have family, and they would rather have family take them, and family be responsible, and then they're not alone. With a driver in a car, it requires some independence that not everyone... I mean, at 70, things start happening to our bodies, and it gets a little scary if we've never done that before. So... It's... Sarah?

Sara Montemayor - I know when we talked about this way back in May, there was a lot of concern about seniors not wanting to be in public. There were a lot of worries about getting sick again. Are they still feeling that way, or... or have you even... because there's another aspect to this. I am a caregiver. Have you marketed to caregivers? If I knew about this as a caregiver, this would be...great. So, I could encourage, you know, my person over 70 to take part in this program. Are we marketing to that age group, or that person?

Jake Martinez - Thank you. So, yes, we're marketing to caregivers, we're reaching out to Valley Regional Caregiver Center, we're working with Auspice, who put on the Caregiver Conference, we're working regularly with any of the group homes that are housing our seniors, or just anyone really needing help, or just trying to get connected. One of the other issues that... with our seniors that are... You had brought up, oh, you know, what's their attitude about going out now? While, yes, they still want to go out, many of the seniors just don't know, oh, okay, well, similarly, I'll just have my daughter drop me off, I'll just have my son drop me off, or, to be quite honest, they will just pay out of pocket, because that's what they're used to, and now that they've been doing the system for themselves for 15, 16, 20 years, they would much rather just... I'll just stick with what I know, I don't care if I get a discount. I'll just keep on using... paying out of my own pocket. Okay, sir, alright, you know, try to help.

Sara Montemayor - Is there funding for maybe a liaison to go with these seniors, so that they can get

Brenda Thomas – There isn't in the current measure, but that's something that could be added to teach them it's safe, here's what you do, here's how you, you know...

Sara Montemayor - Yeah, I remember getting my dad a smartphone. It was difficult, but he did it.

Brenda Thomas - I mean, Jake talks to seniors all day, and even the ones that have used it many times are still confused about several things. I hear him on the phone. And they love him. He's their hero. But there's also a problem with not having rides in a lot of the parts of the county. There's just not a provider to contact. So if you're in... likely, if you're in Huron, or San Joaquin, or...maybe even Fowler, or... I mean, yeah, there aren't Uber Lyfts going out there. There's not enough going out at the time that they want to go. So, we signed up EOC Transit, and then they had problems with keeping drivers, and they require reservations ahead of time, so they may or may not be available. I think it's also a big issue with availability, and if a senior has one bad experience, oh, I couldn't get a ride, oh, this happened, oh, that happened, and we tell them all the time, we encourage them to talk to us, call us if you have any issues. If a taxi driver's mean to you, tell us. There are some who just rely (taxi drivers), and they become friends with the drivers, but there are so many issues with our seniors. Plus, we lose a lot of seniors every year. It's just the nature of... they pass on, and we have to take them out of the system, and in its sense of reality.

Mandip Johal - I had a two-part question. The first one was, how does someone sign up? Because I've never heard of this, but I know a lot of... like, my mom herself gave up her license at 65 just because she thought she was not driving well, speaks enough English, but has no technology skills, so how would someone like that sign up? And the second thing is, marketing-wise, how do you guys market to monolingual communities? Because that's a large group that we have that does not speak English, read English. How do... You know, again, I'm thinking of some of the elderly in our community that we serve. How would they get hold of this? How would they use it? Forget language, technology skills are really hard, too, for them.

Brenda Thomas: Right, right. There is, there is a website where all of this is housed. You can say that's not going to work, but that means we have to go to their house and find them and make them listen to us and make... It's housed at ValleyRides.com. There's information there, but anyone who gets information about the program, they get a flyer, they get a mailer, can call us, and we'll do everything over the phone. They can mail us the information that we need, because they have to prove that they live in Fresno County. They have to prove that they're over 70 and then fill out a form. We sign them up, they can buy Scrip right away, they can buy it over the phone with a credit card, they can buy it online, or they can mail us a check. I mean, we've tried to provide every possible way for access. There are places they can go around the county to purchase Scrip, as well, and sign up, not just here at Fresno COG. In fact, it's better if they don't, because I'd hate to have them use script money to come down here, and I want to add, too, that during COVID, it became apparent that the Scrip might be well used if we allow seniors to, instead of taking a trip to go from home to the pharmacy to get their prescription and back home, we allow them to use Scrip to have it delivered. I don't have any say over that, but it is something that, you know, they could have somebody deliver their groceries, deliver their prescription, deliver... so that they don't have to go out and take those two trips? And then their script will go a lot further.

At first, they could only buy $100 worth of script per month. That means they can only pay for $100 worth of rides, which doesn't get you very far. The average trip right now is $19. A lot of them are traveling further. They have regular medical appointments, they have treatments they need to go to, and we get calls all the time for people who are kind of panicked, because they don't know how else they're going to get there. They can't buy enough script. So, a couple of years ago, we upped it to $200 a month, and they were so happy with that. But it just goes very fast, and the way costs are rising, it doesn't last very long.

Mandip Johal - Just kind of to go back on that, just... the language access is what I'm mostly worried about. I spend a lot of time with our community telling them not to give their credit card over the phone, ever, just as we're seeing more scams with our seniors, but you talked about they can go to other locations, they would have to get to it first, be able to find those locations, so I think my concern is more on the marketing and outreach, that it's not... you guys aren't utilizing... there's so many CBO partners that can help and assist with this.

Brenda Thomas - You know, we should, and I think that would be... this program would really benefit from working with a base, maybe it's citizen oversight, maybe it's, you know, someone who can help us outreach into communities. I think that's a great idea, yeah.

Mona Cummings - Yeah, just quickly, and along that note, that CBO involvement, for the ag van pools, I know I went through a training with the Fresno County Farm Bureau and learned about AgSafe, and I don't know if you've worked closely with AgSafe, but they prioritize worker safety on a variety of levels, and it seems like a program that would interest them if that hasn't been done. So, AgSafe. It's because it sounded like you were saying that labor contractors weren't interested in...So, often, that workaround for worker safety is AgSafe.

Mark Keppler - You know, that... these suggestions are great in terms of maybe there needs to be specifically a subcommittee of the oversight committee that deals specifically with outreach. What can we do to do a better job? Every year you make it better, you make it better, and so the suggestions that are being made here should be made every 20 years, they should be made on a regular basis so we keep improving the system.

Mona Cummings - I think maybe a concern is, you know, as opposed to eliminating a program that doesn't seem to be used, is just making sure that the need is going to be met, right?

Mark Keppler - Are there any other questions on... oh, Lee, okay, good.

Lee Delap - Just... just a comment. It appears to me that we have a lot of thought into the design of these programs. They appear to be very economical, and they're probably the most... user-efficient programs that we deal with, and yet, we're having issues with making them work. So, I would hate to see us... Stop doing it with those kinds of assets in its favor, but for some reason, and I know Measure C makes presentations and puts up booths throughout the county, goes to many organizations, they advertise their services, and it is what it is. I think it's too early to give up, I think.

Mark Keppler - Okay. Are there any other questions?

Sher Moua - I just want to make a quick comment. I think folks have said it, but I do want to say, folks were mentioning earlier, right, about seniors and folks relying on people... family, right? To me, it's folks that they trust, right? CBOs, it's folks they have their relationships with, that they trust. It's folks, right, who meet them where they're at, and we talked about that and our values, meeting folks where they're at, right, putting those, you know, with the most needs first, so I think that's... that's... I just want to keep that in mind, right, as, like, we're designing and kind of reimagining these programs, that they are... we're meeting our folks where they're at.

Mark Keppler - Any other questions? Okay, with that, let's go on to the next category. I think it was, administration?

Paul Herman - I've got a few more programs to talk about in the other category. First, we'll start with the New Technology Reserve Fund. The new technology program was established in the current measure, and it really was looking at trying to envision the understanding that there's going to be new technology that develops in the transportation sector, and so having a reserve fund, accessible to help with those future... the implementation of those future technologies was seen as a valuable thing to pursue, and so, you know, in our new technology reserve fund, we've, had projects such as safety projects, fuel efficiency and fuel alternatives, our intelligent transportation systems, disseminating information to passengers for transit, passenger safety on transit capital improvements for operating efficiencies, pollution reduction, several different, kind of categories of fundable projects within this program. You can see here we've had 5 cycles of our new tech, program, and over $30 million worth of projects. If you go to the next slide...We can highlight some of those projects, including ITS deployment, throughout the city of Fresno, but here in downtown specifically. The new parking garage at the airport had some technology features that were funded through the New Tech Reserve Fund.

The City of Clovis had also had an electric bus pilot project as part of the New Tech program, and FCRTA has been a beneficiary of several different projects within the New Tech program. If you go to the next slide, there are a few more. Highlights I want to touch on, as you can see, FCRTA has their Selma charging station and their Kingsburg resiliency hubs. The city of Fresno pursued some next-gen ITS, and the Fresno State Transportation Institute has also received grants to do research, transportation research, out of this fund. So you can see it's had a wide swath of different types of projects, throughout the community, and on different types of projects, from transit to aviation to ITS, or signal improvements, safety improvements. There's been quite a bit of different project types that have been supported through the New Tech Reserve Fund.

I want to touch on one more program, the Transit-Oriented Development, so if you go to the next slide. So we have our transit-oriented development program. This has really supported community-based transit projects with a kind of broad willingness from private sector interests and developing partnerships and outreach to get folks into more mixed-use and higher-density developments. Also, improving the range of transportation choices by supporting transit facilities, and improving links between those facilities and major activity nodes throughout the county. We've seen the TOD program support higher density housing and mixed-use near transit, and also reducing VMT, or vehicle miles traveled, and improving air quality has been an important goal of this program. You go to the next slide, I'm gonna touch on it, it'll be hard to read. We just want to show a comprehensive list of projects, $15.2 million worth of projects. A few of those highlights have been the Fulton Mall redevelopment, the Blackstone McKinley TOD off-site improvements. The Downtown

Kingsburg-Specific plan, as well as the Fancher Creek Trail project and the Kings County TOD Connectivity Plan. You see a range of planning support here, as well as transit and mixed-use development support, throughout the county. Projects in Fowler, projects in Selma, so it's not just all, in the cities of Fresno and Clovis. This has reached out to other, more rural communities. If we go to the next slide, I can kind of highlight those communities and how much funding they've received out of the TOD program. Obviously, Fresno, being the most urban city and the largest city, has received a majority of the funding, but there have been projects in Clovis, Kingsburg, Fowler, Selma, and Reedley, and there is an unused reserve pot. I believe we are going to try to do one more cycle of the New Tech program before the current measure sunsets in 2027. So...With that, I believe... Oh, is that... this is TOD, not New Tech, right? Yeah, this is TOD. Yeah, you said New Tech, so... Oh, sorry about that, yeah, the TOD program, sorry about that. All right, the next slide, I believe, is into some examples of those, some photos of some of those projects, including the Fulton Mall Reconstruction Project, which was a premier project that utilized some of the TOD funding. City of Selma, as well, has their transit-oriented improvement projects in downtown Selma. I'll stop there and see if there are any questions on New Tech or TOD before we go into the admin category.

Lee Delap - Just a comment, when the current measure was adopted, as brought to my attention, we were the only transportation measure with a new technology and we're recognized for it. So... Cutting edge.

Mark Keppler - Any other questions on TOD and new technology or comments?

Paul Herman - Alright, for the administration, so...In the current measure, 1.5% has been allocated to two agencies, Fresno Cog as well as the Fresno County Transportation Authority, and this is to administer many of the programs we just walked you through, as well as doing...Supporting the distribution of funds to the jurisdictions and the transit agencies, which we do every year. We get audit reports. If you go to the next slide, I'll touch on some of the key administrative duties. And so, yeah, FCTA does a lot of the management of the overall distribution of funding to the jurisdictions and the agencies. Across those general categories, as well as receiving those audit reports and responding to any potential findings of the reports. And then Fresno Cog, our role in administering Measure C is really those specialized programs that we just walked you through, including Senior Script, the car and vanpool programs, and so...That's the primary, kind of, roles that you see in terms of administration of Measure C. I believe that's all I had for administration.

Mark Keppler - Any questions on administration?

Larry Westerlund - In the proposal that we voted on, or surveyed, I guess, earlier administration was set at 1%, if I recall correctly.

Paul Herman - Yeah, so I think that will be something, as staff produces a recommendation that we would like to address, and maybe there's a different way that we can look at how we're going to do the administrative funding, but there has also been, from the steering committee's deliberations, quite a bit of maybe additional needs on the administration side of potentially supporting, smaller cities and helping them, pursue grants and other kind of efforts, and so...I think as we develop a recommendation, we will, want to address that, that concern.

Mark Keppler - Just to be clear, though, if I can interrupt for just a second, the current expenditure for administration isn't it 1.25%?

Paul Herman - No, 1.5%.

Mark Keppler - The current... what they're currently spending, not the budgeted, but what they're actually spending.

Paul Herman - Oh, what they're actually spending, I mean, they... there are reserves that have been built up, but I couldn't tell you... I couldn't give you an exact percentage of what that is. Go ahead, go ahead.

Larry Westerlund - Yeah, I'd like to know what the reserves are, and how much is... so, like, the...the scripts. We don't spend everything that we budgeted for it. On the administration, how much do we... or, not we, that the measure, have budgeted that has not been spent over... over the years, or has it all been spent? I mean... I find that administration somehow manages to spend most all the dollars that are sent that way, but not always, and I'd be interested in...

Paul Herman - Yeah, I believe a reserve has been built up, it has been helpful... it has helped in also, putting together this effort as well, so there... There is some help when it comes to developing plans with the administration funds. But yeah, I will have to get back to you on the exact kind of reserves that are out there.

Mark Keppler - And before, just, we'll get you to Sabina next. Just to reiterate what Paula said, there are some additional activities that the steering committee has mentioned in the subcategory under administration that aren't currently there. So even when you're looking at the current expenditure, you have to add these additional activities, like helping smaller communities and those kinds of things. That needs to be part of the calculation. So, Sabina, go ahead.

Sabina Gonzalez Eraña - I'm just... yeah, that question kind of makes me curious about if... if you all have ever looked at what the over-budgeting is across all the categories, if there's ever been an analysis of that, because I'm...Hearing about just these little pieces, but realizing that that might be happening across the board.

Paul Herman - Yeah, I will have to get back to the committee on this question. It's something we can take a look at and understand.

Sabina Gonzalez Eraña - Sure. It just occurred to me.

Mark Keppler - All right, Lee, go ahead.

Lee Delap - Yeah, just as a reminder, we had requested a listing of the scope as it now stands, and then we requested that the new additions to the scope be added in italicized, or some... format so it can be easily recognized, so that when we come to making our allocations we can determine That, for example, If you spent X number of percent previously on the scope, but now the scope is that many items instead of 3, you don't get the same thing. That's... that's... yeah, I do know you've mentioned that, and one thing I can ask staff to do... Yeah, Brenda is work... working on that.

Mark Keppler - Yeah, if they can get that out, and then we can get that published for you to... so folks know what the difference is, the add-ons from the current measure to the one we're talking about.

Lee Delap - That would address your question that you brought up. That is for all categories. Yeah.

Mark Keppler - Any other questions? Okay, with that, I think you're going to go into funding?

Paul Herman - Yeah, so if we go to the next slide...We can now touch on, and again, last week we did get into a little bit of this for those that stayed, we'll touch on, so back to the RTP, discussion, and how we look at federal and state funding, Obviously, federal and state funding programs change quite frequently, actually, depending on the administration and the priorities of that administration, but some programs have been long-standing, and so we want to recognize that some of these formula programs have been in place, for, you know, over a decade, some several decades, and so we want to have a recognition that there are some assumptions that we can make, but with the caveat that these things can change quite dramatically, in a short period of time, depending on the priorities of a federal or state administration. And so, what you have here is from our regional transportation planning process. Every four years, we develop the RTP, and we kind of take a broad look at all the different funding types and how those potential funding sources could flow into the local projects. And so...Just at a very high level, as you see here, we have our active transportation programs, the BUILD grants, the Congestion Mitigation and Air Quality Improvement Program, or CMAQ, and then as well as several federal transit administration, formula programs that help support the operations of our local transit services. If you go to the next slide...

We also have additional FTA programs, as well as several highway safety improvement programs, the INFER program, and the Surface Transportation Block Grant, which has been a long-standing formula program that has supported many local projects in our communities. We can start... we can touch on some of the state funding programs as well, including the Transit and Intercity Rail Capital Program, or TERSIP. This is funded transit capital improvements throughout the state. We also have our Interregional Transportation Improvement Program, the ITIP. This program is really aimed to supporting projects outside of the major metropolitan areas, so Fresno County and counties in the San Joaquin Valley and Central Coast, and Northern California have really benefited from the ITIP program. It is smaller than some of the other state programs, but because it's targeting those non-large metro areas, this is a program that Fresno County has competed quite well in. Our local partnership program, so this is something that only counties that have a self-help sales, transportation sales tax measure can apply for funds out of the LPP, and there's a formula and competitive pot within that program. We also have the

Article III LTF, which has bike and pedestrian shares as part of that, as part of our calculation. If you go to the next slide... The SB125, which is a supplement of the TRCP, or the TERSIT program, was a one-time...kind of transit allocation in order to... for the large metros, that was to support them during their operational fiscal cliff, but here in Fresno County, because we had Measure C to support our local transit operations, we were able to use that funding on capital improvements, and trying to meet our zero-emission fleet requirements that the state is having. All the transit agencies need to comply by 2044, so we were able to use that funding for that. Grade separation program, the Solutions for Congested Corridors, and the SHOP, or the State Highway Operations and Protection Program. These are all very different funding sources that are competitive in nature and really focus or can support very specific projects, like a grade separation or a safety improvement project on the state highway network.

Kay Bertken - I just have a question. Can you explain, please, the base, midpoint, final, what are the... what is... what does that mean?

Paul Herman - Yeah, so the base is the first year... in our RTP, it runs from 2046 up until January 1 of 2050, and so the base year is essentially what the dollars we expect to potentially be allocated in the first year. The midpoint is about halfway through.

Kay Bertken - So these are cumulative?

Paul Herman - Yeah, so after the base, it's all cumulative up until that point, so...

Veronica Garibay - Just a question on the $125. Those are one-time that go through 2028, I think?

Paul Herman - Yeah, so that was a one-time allocation that has, I believe, a 4- or 5-year rolling, like, it can be distributed over 4 years, and they've been releasing them in kind of tranches every other year, but yeah, that is a one-time.

Veronica Garibay - Locals can distribute them over 40 years? Can you explain that a little more?

Paul Herman - Yeah, so the locals would receive... so they've already received about half, I believe, of the allocation, and they go specifically... the way we've done it in Fresno County thus far is that we've done it among a...There's a formula for our three transit agencies based off of other, like, TDA and STA transit formulas. So 70% of those dollars have gone to the City of Fresno for fax, 20% of that funding went to FCRTA for our rural transit network, and 10% went to Clovis Transit for their improvements. But yeah, that was a one-time distribution of funds, and I believe it is through 2028, so that that can be allocated.

Veronica Garibay - So in your table, should it... should you... are you programming through 2049, if you go back to where you listed to 125?

Paul Herman - Oh, if you go back one slide, yeah, we can touch on... on that. There was some conversation about that's just showing that we're anticipating that $54 million really to be all that's available out of the SB125, and that there wouldn't be future distribution, right? So I think that's... that's what that's saying. Okay, if you go back to that other slide, we can finish out the state funding. Yeah, okay. And then, as I mentioned, the State Transit Assistance this is another formula, program that the state has, to assist our transit agencies. And then the STIP, the State Transportation Improvement Program, this is, a competitive program, but also has, kind of allocations to certain regions, and so each Caltrans district, gets STIP dollars, and then, it goes... so it's, it's not...it is competitive, but there is somewhat of a formula on how that gets distributed to the districts throughout the state, and so we've done quite well in the STIP program, and so there is an anticipation that that program will continue to fund improvements in Fresno County into the future.

If you go to the next slide, we'll touch a little bit about... so this is...the Fresno COG RTP, and we've kind of done some translation in terms of where the steering committee has landed on their categories, and so you'll see here, this isn't how we quite define it in the RTP, but I wanted to make it as easy to translate for the committee as I can. So roughly, this is what we're looking at in terms of the RTP, in terms of the numbers of projects and the cost of those projects. I do want to clarify that not all projects are included in the RTP. The RTP is typically for projects that jurisdictions and agencies believe they will need federal funding for, and many projects, the agencies understand there's not a federal nexus, especially when you're talking about a neighborhood road in a residential community. There are typically not federal dollars to fund those types of road maintenance projects. It's really for the larger maintenance projects of a major roadway. And so you're not... this isn't capturing all projects, this is capturing what the RTP has in terms of projects, and so I just want to clarify that. So with just the RTP projects, not every single road in the county, right, just the RTP, we're talking about $9.9 billion in need through 2050. This measure is looking to be extended to 2057, so you can imagine 7 more years of... of just RTP projects adding to that $9.9 billion, and then that doesn't include literally, probably over a thousand of additional maintenance projects that never see the RTP, because they're not... don't have a federal nexus, or don't have a... the federal government doesn't see that as part of what they would fund on an annual basis, and so,

Mark Keppler - Paul, just... just for clarification, this is, $9.9 billion, but that obviously is not... it's a combination of dollars that attacks this, that addresses it. It's going to be Measure C, it's going to be federal dollars, state dollars, etc. So this is not...hey, Measure C, you gotta come up with $9.9 billion to fix all these problems. It's a combination of funding sources.

Paul Herman - Yeah. And then, again, these are projects that have been identified by the jurisdictions. Typically, an RTP has had, you know, around this many projects, and there's always been, even for our process, we... when we put together our RTP every year, there's always a constrained and unconstrained project listing, meaning

We can identify what we believe reasonably can be funded with local and state and federal resources, and then those projects that don't make the, you know, make the cut essentially go on to an unconstrained project listing. And that's really to say to the federal government that these projects are a part of the RTP, and they can be funded, but we haven't identified at all the funding sources to get those projects done, because we don't... we don't, at this point, see how we could generate that much revenue, from all the sources that are available to us. So, there's always kind of a constrained, meaning we think we've identified the funding sources over 30, 25 or 30 years, and then an unconstrained list, meaning if the federal government or any state funding sources come along and they want to focus on getting that project funded, it is included in the RTP, but it isn't as part of what we would consider in the funding for the RTP.

Mandip Johal - Paul, what's the 10 additional other projects that are tallying to $52 million?

Paul Herman - Yep. So those projects, I mean, they're generally not considered any of the four categories. I'm trying to remember what those were. Sorry, I don't have it at the top of my head.

Mark Keppler - They just didn't fit under these categories.

Paul Herman - Oh yeah, do you have them on there? She's... she's got the website.

Veronica Garibay - Cars, replacing cars to compress natural gas, vacuum trucks, sweepers...

Paul Herman - Oh yeah, so sweepers and things that, yeah, don't really fit into a... like, street sweepers and other things that don't fit into a particular category that we would traditionally fund. With local or state or federal dollars, but, want to be eligible in case there ever is a funding source to pay for those. That's what we consider the other projects. Thank you, Veronica.

Mark Keppler - Any other questions? Paul, anything else you want to talk about in terms of funding?

Paul Herman - We can go to the next slide, it just, oh, we have a question?

Larry Westerlund - Yeah, I did have a question. So, back a couple of slides ago, you talked about there was 2.3% for bus replacement programs? School bus replacement, yeah. And I thought maybe you were going to talk about it related to...California Air Resources Board, or the San Joaquin Valley Air Pollution Control District, they do a bus replacement program as well. Do we know, like, what level of funding that they're doing, and, you know, in terms of how much funding... how do the two programs fit together.

Paul Herman - Yeah, so I... when... I think in 2006, when the measure was first, when that program was developed, there wasn't, I, I think...we weren't... my understanding of at the time, there wasn't certainty that there was going to be a state, air resources board-funded program for the long term, and now it's been well established, and that is why, you know, we don't anticipate any needing local funding to support that going forward, that there is state and federal dollars that do pay for school bus replacements, but 20 years ago, there wasn't as much certainty if that was going to be a long-term program for the state, and so that is why I think in that... during the development of that measure, they wanted to set aside some some local revenue to make sure that that... that did occur.

Larry Westerlund - Okay, it would be helpful, at least for me, to understand how much money is going through CARB for bus replacement and how much we do. And then I know we were the recipient of one of the first, communities, and I'm forgetting, AB317, or something like that, where there was additional dollars that were placed in southwest Fresno, and I'm not sure what... where the...617. 617, yeah, sorry. Memory slipping quite a bit. Those are done. Pardon me?

Veronica Garabay - I believe all those funds have been expended. They're about to finish the Community Emission Reduction Plan. Okay. Five years of it. Yeah. So, anyway, wherever those dollars are at. Thank you.

Kay Bertken - Question. Maybe I'm asking for the moon here, but is there any sense of... of what proportion of these projects here would need to be backfilled by Measure C, as opposed to the federal and state program funds that you've identified that would be focused on these, at least historically, you know, what per... I mean, it's... this is a very complex set of numbers here, and funding sources that are, you know, going in multiple directions. We need to figure out what of Measure C we're allocating to each of these. Is Measure C responsible for 80% of public transportation? Is it responsible currently for 30% of that? And again, these are just federal projects, so if we're talking about something with respect to local things, we're not going to be dealing with that. But do you have numbers like that?

Mark Keppler - Is this... is this the slide that answers that question?

Paul Herman - No, I mean, this is more a future-forward. I think you're talking about how just things have been spent in these categories, looking backwards, right, to give us a sense. I think each, you know, specifically on transit, right, each agency has their own approach. How much local versus how much state or how much federal dollars that makes up their mix of operations versus capital. I can foresee an agency that is pursuing a large capital program, having a different mix than one that's really... has an established service and is really just trying to operate their service. So, it does change over time and by the agency's needs. So I think that's why it's difficult to... I mean, at a very high level, right, if you're looking at, different programs and projects. Measure C is typically... its strength is that it matches other funding sources, right? So having a local sales tax measure really unlocks the potential of getting additional dollars to improve the system. There's some state programs that you need to have local sales tax measure money or you're not even qualified to participate. And then I... I'm trying to think... most state and federal, like, large-scale infrastructure programs need some sort of local match, and so that's typically been kind of how we look at it, is that these dollars are mostly spent in order to match to state and federal sources, and those match requirements can be anywhere from like, 5 or 10%, all the way to 50% in some cases, so it really is program by program of how much local funding is needed. It's not just a straight across...

Mark Keppler - I think I can sum it up. It's complicated. Yeah, I mean...

Paul Herman - And that's why, like you stated, right, the information we showed you is a lot of numbers, and it's very complicated. Some things are formulas, some are competitive, some need it to be a sales tax self-help county, as we call it. Some programs don't require that, and so it really does depend on which program or which projects you're talking about that... there's a mix there.

Sabina Gonzalez Eraña - Yeah, I... so, but having said that, we still need to start somewhere, right? And so this would be our best guess as to where the... what our baseline should be.

Paul Herman - Yeah, I mean, that's why I think we've presented this information to try to help with some of that conversation, right, is looking at the RTP, even though it's not complete picture. It is really our best, most comprehensive picture, with the understanding that there are additional needs that aren't captured here, and that should be accounted for when a local sales tax measure, and that's why we have shown other information regarding pavement condition, right? I think that addresses some of the concerns that folks have around not every single maintenance project being included in the RTP. So, we try to do different analyses to capture all the different ways this could be looked at. But yeah, that... this is really... the RTP is kind of our... our document, our process to try to get our best sense of... of the county-wide need of projects.

Sher Moua - I have a question, and then I have a comment. To Kay's... to build on Kay's question, is this reflected in the audit? The breakdown?

Paul Herman - In... wait, in the Measure C audit? Yes. Yeah, the Measure C audits would look at the project spend by jurisdiction... Right. ...on very specific line items, right? So...within the local allocation, within the transit program, that would all be reflected in the audits, yeah. How much was spent on a what project.

Sher Moua - Right, and with the source of funding, federal, state, measure... Y

Paul Herman - Yeah, they would have the matching dollars if there was a match. Yeah, that would all be identified.

Sher Moua - Got it, okay. I was curious, because I was looking ahead to the next piece, the IG, and some of these jurisdictions have that in there, right? Okay, thank you.

Mark Keppler - Alright, how we doing? Anything else?

Paul Herman - That was it for this section of the presentation.

Mark Keppler - Okay, so I think what I want to do is give you guys a few minutes, if you need to use the restroom, want to get some... something like 5 minutes or so, and then we're going to jump into the implementation guidelines and discuss the oversight elements of that. So, why don't you just take a 5-minute break?

Mark Keppler - All right, guys, let's get... let's get back together here. What I want to do is now, have Paul talk about, implementation guidelines, and specifically oversight. As you will have... would have seen from the agenda that was sent out, there was an attachment that included a comparison of the current oversight that we have for Measure C with other jurisdictions. So I want Paul to make some comments about it. I mean. I want Paul to kind of quickly, maybe, make some quick comments, highlights, you don't have to spend a lot of time on it, because the main point of the next part of the meeting is for another 30 minutes or 40 minutes, it's really to get your input about what you think in terms of the who, what, when, where, why, and how of an oversight committee. So I want Paul to kind of give the highlights of some of the comparisons, and then I want to open up to the group. I hope you've read this in advance, that was your homework, but if you didn't, think about who should be on the committee? How often should it meet? Should it be just reactive and dealing with past performance? Should it also be proactive, dealing with kind of like a mini steering committee, you know, every 10 years? What do you think ought to be in the implementation guidelines? What are the things that are important to you, because I want to make sure that COG staff have that information as they sit down and begin to draft the implementation guidelines. Now, for those of you who didn't do your homework and didn't read the comparison, or didn't have time to, that's okay. This is the beginning of the conversation. It'll probably go on for about 3 or 4 weeks on the implementation guidelines. So at some point, you need to send an email. Why don't you send it to me so we can keep it organized? Send me your email about, hey, Mark, this is what I would like to see in the implementation guidelines. I will make sure that gets passed on. And if I don't verify that I received your email, or if... I will forward it to Paul, and you'll be on it. And if I don't do that, then I missed it, and you go send it back... send it again to me, if I missed it, because I do get a lot of emails. So that's the point. This is an iterative process, but I want to get this process started. So...Don't worry, no stress, if you don't have to have all your answers today, but I do want you to certainly be thinking about what is... what do you think oversight should look like? So with that, Paul, cheers.

Paul Herman - All right, thank you, Mark, and thank you again, members of the committee. We will be getting to oversight, but I'm going to touch on, real briefly, review periods and amendments, and I... and these are also things that we would like the committee to provide feedback and comments on, so I just want to get, kind of, that conversation as part of the oversight conversation as well. So, in regard to review periods, and how typically, as we look throughout the state, and how they've treated these review periods. Really, there are several things that are looked at, from the consideration of a sales tax measure when we're looking at reviews. The thing to keep in mind is that there are changes in policies and regulations over a 30-year period, and so getting an understanding of those changes is gonna be important. Also, what's important is changes in land use and travel patterns, and growth projections can also have quite a bit of impact on how we evaluate transportation projects and programs. So that's another piece that's typically considered in a review period. Changes in project cost estimates and revenue projections. Right now, you know, in 2025, we can do a revenue projection, but we'll have a lot better data in 10 years if we're tracking on that revenue projection, and if we're going under or over, we can recalibrate, you know, during that review period, we can recalibrate the measure to better align with the revenues that are coming in and the cost of projects that we're seeing. Right-of-way constraints, maybe there was a project that wanted to be, you know, has some significant right-of-way constraints, and maybe the cost of those just were too much for the project to bear, and so getting an understanding of project constraints and right-of-way constraints is going to be important when reviewing a sales tax measure for transportation. And then, really just at, you know, I think we've talked about 10-year review periods, we've seen a lot of counties do that with their sales tax measures, so just evaluating what has occurred in that 10 years since the measure had started, if... at that first review period, and then calibrating, really, what that looks like in terms of public support and implementation of the measure itself, so these are kind of the high-level things that are incorporated in a review of a county-wide sales tax measure, and so I wanted to highlight those and really get, the committee's thoughts on additional, maybe things for consideration, and any thoughts or ideas you may have. In regards to that...

Mark Keppler - By the way, I want to remind you guys, the PowerPoint slides will be up. I think Brenda said she's going to stay up tonight and get it on. So, if you don't get the notes here, you can go back and review that and say, oh, this is what Paul was talking about, send an email to me on the implementation guidelines, okay? So you don't have to take lots of notes. This'll all be up on, on the website

Paul Herman - In the initiation of a review period, so again, in the example of an every 10-year review, around year 8, we would initiate the process of a review period, and it would take a couple of years to do all the analysis and to do the public engagement, and get that... and get the feedback on if there is needing to be any changes, to really take the time to consider those changes and what, you know, what the needs are, what the public input is, what the stakeholder engagement looks like. I think that's all gonna be very important. So typically, what we've seen is that they allocate at least 2 years to a process of doing a review for a sales tax measure regarding transportation. Also, as part of the analysis, ensuring fiscal accountability, as well as the effectiveness of projects and programs that have been funded to that point during the measure's life cycle, just to get an evaluation of, are we on the right track? What can we improve when it comes to the programs that are funded by a sales tax measure? And then the review process will help determine if any adjustments are needed to really maximize the benefits for the residents and the users of the transportation network. I will go through all these slides, and then we can open it up, or if you want specifically to talk about review periods, we can do that. If not, I'll just go ahead and talk about amendments. This is related to review periods, as the 10-year review cycle that we see is really an amendment process that's mandated, so...at year 10 and year 20, those essentially wouldn't be amendments to the measure, but they would be mandated to occur. In the current Measure C, there's no mandated review period, but there are several amendments that have occurred, when issues have been brought up and there's been needed changes to certain programs. I think the major one that was considered in the current, Measure C of 2006 was the rail consolidation program that became, after year 15 in the measure, it became the grade separation program. So, that's the type of thing that would need an amendment to change, but was outlined at the start of the measure that at a certain period, if rail consolidation didn't happen, it would then transfer to a different, to a different program that's still rail-related. But for amendments, as part of the review period, as well as outside of those review periods, amendments are typically needed to make, typically need multiple layers of approval, including of the board of the transportation agency that's charged with administering, the measures programs, and then also from local jurisdictions within the county. For the current measure, and Measure C, an amendment needs approval of the Board of Supervisors, and then the approval of a majority of the cities representing a majority of the county's population. So that's the bar that needs to be met to pass an amendment in the current measure. Public hearings are also required for all amendments before any votes for adoption can take place, and the oversight committee cannot be amended out of the plan, so we feel like that's very important.

Then, obviously, this is a part of the handout. I wanted to have it on the presentation for those later that want to review this presentation later, but we could talk a little bit about the highlights here. Identifying kind of how these oversight committees are structured, how they're different between counties, what emphasis each of these different measures have for their oversight. So, for Fresno's, obviously, we've talked a little bit about it. Really, Fresno's Oversight Committee is assuring that the expenditures match the expenditure plan, so that the actual projects being built conform with the plan as it was outlined, and any amendments that have been authorized since. And... but the keynote is that there's no explicit authority to hire its own auditor, so you'll see other oversight committees actually have that designation, where they have their own independent process of getting an auditor.

Lee Delap - Paul, I think, under the... Notes there. They need to be reinforced a bit because, the Oversight Committee, does have power to review the audit? Yes. The auditor comes into that committee, and he can receive direct input from the oversight group. If you look at... Ours is written compared to the other measures on this list, I think our participation can be strengthened a little bit. Yeah, yeah, and those are exactly the comments we'd like to hear from the committee, so that we can write in the strengthening of those commitments into the actual implementing guidelines.

Paul Herman - So yeah, I won't go through line by line all of what this table is outlining. I just want to hit a few kind of key points. There are, in some of the sales tax measures we see throughout California, line item budgets for their oversight committees that are CPI-adjusted to make sure that it is funded over time, and so that inflation is factored into that budget. There's also reporting around annual independent audits and annual public reporting. Reporting directly to the public is also a component, as well, where the oversight committee holds its own public hearings and conveys the reports of the audit to the public directly. And then I have a slide here at the end where I'll kind of touch on kind of the overarching themes that we see in regards to oversight committees. So in regard to independence and audit control, in Los Angeles is Measure M. They can approve in direct auditor scope and must review debt and ordinance amendments. So, really a robust set of tools compared to other measures, where they do not have a direct auditor scope approval. But that is something that could be considered as well, for Fresno's Measure C. Fresno, its oversight committee has really been geography-based, meaning a representation throughout the county, while others, such as Los Angeles, have had an expertise-based approach to how they put together an oversight committee, so former financial auditors or retired judges, folks that have looked at...kind of these types of issues professionally, in their careers, that's another way that potentially we can look at, how we change the composition of an oversight committee.

Mark Keppler - Paul, can I ask a quick question? When you say geographically, are they then, like, the mayor of Kerman says, I want this person, or just...COG decides geographically these people...

Paul Herman - So we... the way it's currently structured is that we have openings that have a geographic point to them, or a nexus, and so a member of the community needs to apply from that geographic region. They self-nominate. They apply for the positions, but they must fall within one of the geographic boundaries that are set up for the committee. Alright, in regards to reporting, so what we've seen in Alameda and Santa Clara County is direct annual reports to the public on spending versus the promises that were made at the outset of a measure. And then, LA's Oversight Committee holds a mandated annual public hearing on their audit reports. So, two things that could be considered moving forward. Meeting cadence and public access. So, San Diego does a monthly public meeting with audit schedules, and Los Angeles meets quarterly. They have quite a large committee in LA that has broader power, so I think the quarterly meeting makes sense for such a large committee. So, some practical takeaways for benchmarking this effort and how we're looking at how this committee can look at the Oversight Committee's functions, really baking the powers into the ordinance and expenditure plan. You know, the strongest models explicitly authorize the committee to commission or direct audits and to review debt and amendments themselves. Funding the oversight, dedicated budget lines prevent the committee from depending on the implementing agency's goodwill to make sure there's a budget for them. Balancing expertise versus geographic representation. As I noted, LA has kind of a skills-based or technical expertise as part of their qualifications, for their oversight committee, while Fresno has a geographic allocation that ensures legitimacy throughout the county. Requiring performance audits, so not just financial audits. San Diego has an every-three-year model, which is a good template to look at for outcomes, and not just compliance, but making sure the measure is performing how we'd like to see it perform. And then mandating an annual public hearing and web posting, as done in Los Angeles, which institutionalizes transparency beyond just documentation that is typically provided from an oversight committee.

And with that, I believe that's what I had, for the Oversight Committee, for amendments, and for review periods. I think we really wanted to hear the thoughts of the steering committee, to get your input on that, so thank you.

Mark Keppler – So, I think now we've got a little time, we've got about 30 minutes left, but we also have, because we're following Brown Act out of an abundance of caution, there also has to be a comment period. But the first thing I want to do is make sure the steering committee has some time to weigh in on this. What I want to do is go around the table and just whatever's on your mind about the oversight issues, just at this point, we're not holding this as the only thing. This is just the beginning of the conversation. So, maybe we'll start over here with Tina. We'll go around the table. What is important to you? Who's on the committee? You know what their powers are and just some general insights, so the COG staff can think about what's important to you. So why don't you start, Tina? Yes. And relatively briefly, so like a minute or two, just give the highlights of what you think is important.

Tina Sumner - Who appoints and who can serve? I think that it should be the geographic balance that we have, but I also think that we need to get people who are in touch with the community. So if you're an eastside city or a westside city or wherever you are, you know what's going on in the communities and can represent those people in a reasonable fashion. For the cadence, you know, I think that I don't like the fact that we do monthly or as needed. That seems too like, I don't know slack. It's like it's not, it's not, we're going to meet and we're going to have an agenda, and whether we do it monthly or we do it quarterly. I think it's important that the meeting is important and that the committee is there, that the staff, that there is an agenda, that, like this taxi script thing, could have been brought to the committee, as you know, and people could have had all the ideas that we've all been talking about. So I think having a meeting, having an agenda, and doing it on a regular basis is important. I think that we should do an audit, that the committee should do an audit, and I also think that we should do an annual report that is an annual report to the people, to the voters, not an annual report to the cities, not an annual report to, you know, the policy board, but a report that is for the people to understand how the money has been spent that they have been paying. And the only other question I had, Paul, was what is... is there a time limit that members can serve on our oversight? Yeah. On our oversight board now?

Paul Herman - Eight years.

Tina Sumner - A max of eight years.

Mark Keppler – By the way, so if you would, when you go around the table, you don't have to say something if you don't want to now, but state your name so we have that clearly for the record. And I just want to give kudos to you for starting us off in such a great way. Those are exactly the kinds of ideas and comments we want. So go ahead.

Joseph Amador - Joseph Amador representing Mendota, California. And you know, Tina, I echo that too about the city, the committee. If you're representing that community, they should know you, and you should know that community. You know, I don't live in Mendota out there now, but I own a business. I'm part of the Chamber of Commerce. I know my community. They know me and so forth. And that's very important. Transparency. The public, that's what they want to hear. What was brought in? What was spent? What was it spent on? Thank you.

Dr. Esmeralda Diaz - Esmerald Diaz. And I'm going to reserve my comment from, I need to read a little bit more. I do want to say that I do represent the east southeast of Fresno. And also have in mind that we have different languages in our community and that we must include everybody. But I would like to add to my commentary. Thank you.

Mona Cummings - So I would just like to definitely reiterate the sort of annual outreach to the community or some sort of newsletter, something that's easy to process. Lots of pictures associated with the projects done that could be updated each year for the community in different languages. I think that would be a good idea.

Mark Keppler – By the way, that was Mona Cummings for those of you who don't know. Please state your name and go ahead and make any comments.

Espi Sandoval - Espi Sandoval, and my thing is to select the members geographically. I kind of think the same thing as some of my partners here. A lot of times in our communities, I'm from the west side of Fresno County, we're not informed on Measure C. We're not informed of a lot of things. And I think that what we're missing right now is informing the voters because voters don't know what Measure C's are. And I'm talking to people in general. I mean, you can be a college-educated person, you don't even know what measure C is. So, I didn't know what measure C was till maybe until I got involved in, you know, as a city councilman in Kerman. You understand? So that tells me that majority of Fresno County doesn't even know what's going on with Measure C. So, we have to do something to really inform our communities about Measure C.

Larry Westerlund - Larry Westerlund, you know, I've always been supportive of the geographically based committee, but this idea of skill or expert is an intriguing idea on there, especially given the fact that this is the committee that we have a hard time getting people to attend and not having a quorum for and ultimately it's, well what's the nature of the oversight committee? It… since the bar for changing or amending it is very high. It seems to me that maybe the committee's really… nature and purpose is to verify that the funds are spent consistent with the will of what the voters put in place. Which makes me think that, you know, so oftentimes looking at a city budget is like looking at spaghetti soup, right? I mean, it's not for it's not easy to discern. And if this committee is actually like getting into insurance coverage and bonding coverage and things of that nature, it, you know, I'd have a struggle. I'd struggle with it, and I've been exposed to eight different city budgets over the years, and to been able to understand it. But having a retired judge or a retired banker or somebody who understands it's not a bad idea. I'm really intrigued by that idea. So how I'd like to learn more about how Los Angeles set theirs up. So anyway, that's my two cents.

Kay Bertken - Kay Bertken. Currently, the 13 members, only six are geographically distributed, the other seven belong to community organizations that volunteer. So the geographic distribution is not necessarily equitable or well distributed. I mean, somebody has to represent each of the supervisorial districts, and I think there's one at large, but the other seven when the positions are filled. And that's one of the real issues, I think, with the current committee, is that right now there are four empty seats, I think, or four members that aren't seated. I like the idea of public reports a lot and I don't know whether that belongs with the oversight committee or with the administration of the measure itself but I really think that there should be public facing reports that include you know projects that are in process, projects that are planned, projects that have been completed, how much revenue is coming in how much has been expended. I don't know how often those ought to happen. Probably it will, you know, whether yearly it could even happen. But it has to be a period of time long enough so that projects can get done and can get looked at. I think the public reports are the thing that I care the most about, I think, and you know, maybe including more geographic distribution on that committee.

Darren Rose - Darren Rose, Building Industry Association. I agree with Kay, Larry, and everybody about the suggested ideas. I specifically like the, you know, the importance of skill-based or subject matter experts. You know, people who can speak to finance, speak to transportation, legal, those types of experts. And then the frequency of meeting. I think that's really important in producing an annual report for that oversight. I think it'd be very well received and would give the voters and residents of our county more confidence in how those funds are allocated, and the more sunshine the better in my view.

Sara Montemayor - Sara Montemayor, just to echo everybody, we do need representation for these smaller communities. I think each town should have a representative there that is passionate about what they do, regardless of what their position is a as their employment. There needs to be representation for each town. That's my biggest thing. I love the transparency aspect of that. There should be, trying to think of the word, but we need to be more transparent with people. None of the people I've talked to when I talk to a lot of people about this, they don't know what Measure C does. We need to make sure that the people, the voters, are informed about what we're spending this money on. And just to echo what Tina said, I agree with that.

Sher Moua - Sher Moua. I agree with the points about transparency and a public database. for me, what I found really interesting, and looking over the table, was the term independent or a version of it, was really explicit across the jurisdictions. There was a clear emphasis on independence, right? with the financial compliance, right, with the taxpayer oversight committee. Those terms are really interesting to me. I know independent appears in Appendix G of our citizen oversight committee. So that was interesting. The other piece that was really interesting is some of the really actionable terms, like Alameda has a term about scrutinizing all the measures. Scrutinizing all the measures and then powers are built into the oversight committee, like LA, right, they can direct the scope of the work of auditors. So I think building in those pieces right, those responsibilities, I think, is going to be really important to building trust and building transparency.

Lino Mendez - Lino Mendez. So my big thing on the oversight committee is I know we have, like you said a large portion of volunteers and nonprofits and everything, but I think it needs to be focused mostly on the people from the different sectors of the geography section. These are people who live in that community. They have a voice in that community. These are people who work in that community. I like the idea a little bit of the experts, but at the same time, it still needs to be part of the people in the community, the geography. Those are the ones that have the voice, the nonprofits, or the experts, or a lot of these things that we talked about earlier, they're self-motivated. They have their own agenda. And so I believe that the community thing, whether it be picked by the mayor, by the council, by whoever in the community, it needs to be from the geography in my opinion.

Dr. Justin Myers - Justin Myers, I just wanted to echo what Tina and Kay, and others have said about thinking about the transparency component, the public reports, the committee having a geographic basis. I also think there's a, having a skills-based component in addition to the geography is always helpful. one thing I'm thinking about is, I get emails regularly from my city council member talking about the projects that are being funded and before and after pictures, and so thinking about how people brought up the visuals. A lot of this is like what are Measure C doing? And I think if we're thinking about the transparency of the reports in those reports, whether it is something like this or a digital copy, or social media is having for the constituents, really seeing how that money is being used. Um, and so I always feel like when I read my city council members' emails, the before and after pictures really are transformative in terms of where I see where city money is going and how it's benefiting the communities directly. Um, and so I had a question about the auditor. Theoretically, if the oversight committee had the power to have an auditor look over things, is the funding for that coming from the like one or 1.5% tied to administration? Where would the funding come from for their auditor?

Mark Keppler - Brenda, will you have the answer to that question or would Paul there? Okay, please go to the microphone.

Denise DiBennedetto (FCTA) - It's a part of the services and supplies in our budget, our annual budget. consultants and the like are taken off of the top of the measure before the distributions are done. so that would come out of that.

Karen Musson - Well, Justin brought up a question I hadn't even thought about. But then you're saying they're not audited by an auditor, a licensed qualified independent auditor. Is that what you're saying?

Denise DiBenedetto - No, not at all. There are professional CPAs that do the audits. They're independent. They are not affiliated with the cities or with FCTA at all.

Brenda Thomas - But they're not contracted with or managed by the oversight committee, but the oversight committee reviews all of the reports.

Karen Musson - Okay. Thank you. I just, her wording had me a little perplexed.

Mark Keppler - Is there anything else you want to mention about the oversight committee that's of concern to you?

Karen Musson - Um, well I don't have the answer to this, but the number one gripe you might hear is there doesn't seem to be any coordination of projects. So people see now, just a quick example is there was a project done on McKinley Avenue, but it only went to the airport, and so now the city's going to pave the rest of the street. I mean, that could have all been done very easily in one big swoop, but you know, there just doesn't seem to be any communication or coordination between street paving. And I think if they were coordinated, you could get a bigger bang for the buck, you might say. I like the idea of local representatives from the local communities, but I think a board of 13, having worked and sat on lots of boards, 13 people, is almost unimaginable to accomplish much of anything other than a lot of complaining. So,

Mark Keppler - I'm not even going to ask you what you feel about a committee of 36,37. Okay, Mark.

Mark Scott - Yeah. Mark Scott. Um, yeah, I've got a lot of strong feelings about oversight committees. I've worked in so many communities, and I've probably worked with a dozen or more oversight committees through the years, ballot measure oversight committees. I think the role is critically important and it's critically important from the sense of just good governance watching over how the public's money is spent, but it's also critical for the credibility of the program. Um, when you're up for a ballot measure renewal, front and center, ideally, you would have a very credible oversight committee that the public knows about that is standing there telling the public whether it's been done well or not. And I've worked in cities where that both of those messages either way have applied. even as a city manager, I like oversight committees that hold our feet to the fire. I think they, in order to be credible, they need to be not... I don't like it, I'm really showing a bias, I really don't like processes where they're appointed one by each board of supervisors and one by every mayor because the representatives end up having a feeling that they need to make their appointing person look good. The point of an oversight committee is not to make anybody look good unless they've earned looking good. And they should be looking not only to make sure that spending is done within the categories, which is important, but it also, they should also be free to look at how the money is being spent just in general. I find the best oversight committees are chaired by somebody extremely credible within the community. I love the idea of former of retired judges. Two of mine have been retired judges that were very credible. they didn't mind holding people's feet to the fire. I don't know that I've ever worked with an oversight committee that was 16 people. I think I've worked with seven, maybe that kind of number. I think that works great. Geographic is great, but it's important to have the people who have talked about having some expertise. These need to be people who really can look at the spending that's being done and understand what it is. Probably some people from this committee would be great oversight committee members because of the expertise that we all have been getting. so that's my strong feeling. I think you really have to have something credible and people who can feel independent to speak their mind, even if it's going to make somebody look bad.

Bill Nijjer - Bill Nijjer representing Kerman. great comments. I kind of agree with Mark on this last bit that you know obviously someone needs to be qualified to represent the community as well as have that you know community connection. So maybe a lot of the community-based organizations can be a part of you know, or at least a representative from you know someone that's actually out with the people in the community along that line. Now I have a comment regarding the earlier discussion regarding you know the valley rides etc. I think a lot of the lack of participation happens because we don't continue to advertise such programs in a proper way where you know these things are constantly in and you know in front of folks that actually need it, social media whatever the cases, radio a lot of the or you know smaller towns older folks like to listen to the radio still you know that's what they're used to. they're not, you know, they might not be on social media, they might not be watching TV, but they will definitely be listening to something, you know. so I don't know what kind of advertisement budget these programs actually have, but it'll be a good part to make sure, you know, corporations like Pepsi still need to advertise right now. we know, you know, they know they'd sell billions of dollars of, you know, pop. So, I think that's the way it needs to be. Thank you.

Evelyn Morales - Evelyn Morales. Similarly to what you all have shared, I think having a skills-based and geographically diverse citizens oversight committee would help ensure that no community is left behind, which is one of our core guiding principles and also ensure that the committee has the necessary expertise to fulfill all of the deliverables that they have to meet.

Oralia Maceda - Oralia Maceda from district 2. for me the oversight committee needs to be geographic representation, especially in the rural areas like Cantua, Five Points, San Joaquin. Um, and for me, the committee needs to have power, not just recommendations; they need to have the power in the decisions.

Gail Miller - Try to lower the temperature on the citizens' oversight committee. and I would love to be out there on social media.

Mark Keppler - This is Gail Miller in case people don't know.

Gail Miller - Yes. Uh, so I'm going to assume that you, that some of the comments that you made about the geographically and those people not being passionate about their community. Believe me, they are. And I like the idea of having, I mean, I think that's a very good idea, but I also think we need expertise. My 20 years in transportation constantly is educating people on transportation. Just by the questions they ask, you can tell they know nothing about it, which is fine. I love to talk about what I spent 20 years doing. So, and a lot of the stuff I and we meet every month unless there's not an agenda item. And there is no point in coming together to just visit. So, and usually we do. It's very hard to fill it. There's 13 spots. We have nine people, but it's very hard to and I don't know why. And maybe we need to advertise that more to encourage people. But the group that we have are very passionate and they scrutinize and not saying that the process we can't implement other things, but we they do the independent audits. We scrutinize those. They give us their reports. We just reviewed what they're going to do for 2026. And then we will come back and we when they finalize their reports and tell us here's what we promised and here's what we did and we look at that and we make them do when they fill in what projects we want know from street to street what are they doing and I would love the idea of having it on a website put all your projects there talk about where you are how much you've spent I think that's great I did that with our SHOPP program at Caltrans because most people didn't realize all the things that we were doing out there. So, I served on five boards, five COG boards, and every month I talked about our SHOPP projects, what's happening in your community. And I mainly did that because if you're going to do some kind of street sidewalk improvement or maybe you've got some kind of a pavement project that's adjacent to ours and we're going to be there about the same time or maybe not. Let's adjust. Let's do one project. Put our money together. It saves time, saves money. So anyway, we have a great oversight committee and we're very passionate and I brought in some things that I thought, hey, they we need to go back to the to the city. Go back to the county. We want to know more information. What do you mean you had some administrative cost? Do we even cover that? Well, yeah. Certain things. So, we hold their feet to the fire. not saying it can't be improved. I'm all for that.

Mark Keppler - Well, I want to thank you. I want Gail, I want to thank you for your service on the oversight committee because that's a tough job. Adam.

Adam Holt - Adam Holt representing the city of Clovis. The handout that was out today, the 2006 major C citizens oversight committee, this is what is currently being used. So, I think it's pretty solid. I think the idea that the meeting frequency being prescriptive because it's not in here with some minimums. I think whatever emphasis can be done around a public annual meeting to make it as transparent as possible. And the third thing I would recommend that we consider is something in the selection requirements also being prescriptive about if you had to have a tiebreaker between two applications subject matter expertise should win out in the areas that the oversight committee should be focused on.

Mandip Johal - Mandip Johal. I was going to say Tina, thank you for starting us off because I think you said 90% of my thoughts right off the bat. I just had a couple things adding on after listening to everyone. the one thing that stood out to me was just really important to have the separation of administration and oversight reports. I don't think that it should be one or the other. Should be definitely separated. direct annual reports on public spending and promises. It was really key to me along with annual public hearing both those hearings should just be culturally appropriate, accessible. we talked about websites that's not accessible in like Mendota where there's Wi-Fi issues right. Gail there's no judgment here but you mentioned that sometimes you guys have nothing to do you know there's no agenda item why not have public town halls about what the oversight is doing what they are reviewing that's accessibility to me when you're going out to the actual communities and saying you know this is measure C this is what oversight has done that will give you a monthly agenda item to do and host. After today, the conversation about over and under spending has come up. not something I thought about before either. the review and reporting of that should be a priority about why are we overspending or why are we underspending and money being allocated somewhere else. especially since we're putting such an emphasis on it right now with this committee. another thought I've had when I was doing my homework was the public accessible database on projects and outcomes. I know when we did kind of our town halls with the Punjabi C community, a lot of them just did not know about projects. What does this money like actually represent? What are they doing with this? and we gave some, you know, generic big projects that were done, but just having access to it or having a database that someone can just go look up would be nice. let's see. I really think it's important to have geographic and community voices on oversight committees. I actually like the steering committee a lot. I thought we were a good representation of who we represent in Fresno County. So, even a committee like this, it may not necessarily need to have 13 people if we can't even fill 13 seats. So, maybe make it smaller to nine, but have a good mix of who we are geographically. And it doesn't need to always be area experts. But I'm not an area expert in anything. I would say very specifically, but I know my community. I know West Fresno and that is my expertise.

Jenn Guerra - Jenn Guerra, representing City of Kingsburg. I like everyone's ideas. I like community- based members with no financial conflicts of interest and also I like the idea of having a combination of community members and professionals in the industry. I like the idea of social media and website engagement the community promoting transparency building public trust and engagement with the community provides feedback to community ensures funds are used as voters intended and reviews audits projects reports and basically acts as an independent watchdog.

Lee Delap - Thank you for bringing this issue up. I have comments in two areas. First of all, I've been on the citizens oversight committee for eight years. Last three is chairman. You continually get people who say they haven't heard of measure C. There is an annual report that's produced for the public. There is an annual report from the citizens oversight committee that's in that report. I've written several of them myself. These go out. We retain boxes of them. And you still get people that say, "I don't know what measure C is." So you still have to apply yourself a bit. So that's as far as the role, we've had programs brought to us and rejected them because they didn't meet program. We've had city projects come and they didn't provide all the information. We reject them, send them back for more information before they can be approved. They have to get our approval before they can go forward. Those are some of the things I've been involved in personally. Second item, probably the only person in here that's sat from me to Veronica with an individual from out of the area who's been involved in politics since 1960. Came to this county to discuss Measure C and be against it. Then I'll tell you what he said. Some of the items that should be in the interim guidelines, fund should not replace any general fund dollars. One of the things he says right off the bat to get people's attention, I don't support that measure because you can't vote for the people responsible for it who approved it. the program needs to be approved the truth and he accused this measure of not telling the truth which I don't think that's correct I think they've been very truthful throughout its history and one of the other things that he mentioned and we're kind of hanging our hat on interim review and that's a trap. So you have to be aware of how you do that. He said the measure needs to identify what you're going to do so it can get support of the voters specifically. Okay? If you put off your decisions to an obscure committee that nobody knows who that's going to be when they're voting for it, there's an opportunity for some negative comments. So, he brought that up and that was one of his talking points. from being involved in this process for many years, I would say on amendments, they need to be pretty rare and justified. And that's about all I have to say unless anybody has questions.

Mark Keppler - I think at this point I want to make sure that the rest of the folks here have a chance to say something. I know we're going a little over if you would be patient so we can hear from Veronica and the rest of the folks here. Um, and then we will open it up to public comment. Um, if you can stay, that's great. But it will be on tape. It's going to be videotaped. So, if you have to leave, you can then review the end of this meeting and listen to the to the public comments that come in. But I want to make sure these last three folks here have a chance to say something. So, Veronica, go ahead.

Veronica Garibay - I'm not going to repeat what others have said, and I just have one quick question if that's okay. The current... can someone explain to me why it's a requirement to be a US citizen to sit on the oversight committee? That's a question to staff or whoever wrote the 2006 measure.

Brenda Thomas - A steering committee wrote the 2006 measure. I sat in as a young staff, but it was a committee, subcommittee of the grander one that wrote that.

Veronica Garibay - would recommend removing that given our county and who we represent.

Pastor Joby Jones - myself, uh, Pastor Joby Jones, I like the the geographical balance. I've been in a lot of spaces where, the majority speaks for the minority and the minority don't benefit from it. So, being able to sit at the table and at least speak up for your community and not receive crumbs, right, to feel like you really being a part of it, I think that's a big point. And then the conflict of interest, I think that needs to be really big because there are a lot of people who are here and they were making a lot of noise because of what they wanted and not so much of what the community needed. So we need to have that conflict of interest and make that strong and solid. So those are my two that needs to be addressed.

Sabina Gonzalez Eraña - Sabina Gonzalez. And I have four little buckets I think on the on the expertise front. I keep hearing people talk about expertise, and it sounds like we're assuming that only the expertise that a judge or a judge would have would be uh would qualify you. I think that there's some CBOs that are really… that have a lot of proximity to populations that are impacted by transportations that also have expertise and that should be weighed equally in terms of what kind of expertise and subject matter knowledge actually can have a good impact on the process. there's also I agree completely about the conflict of interest. I think it's uh if we are truly going to have an independent body then there does have to be very strong conflict of interest rules for the performance review really would love to see the over you know the overspend under spend analysis added to the review process. That seems useful if there's going to be amendments made and to keep the oversight committee responsible for you know having the power to have a say on amendments before they happen obviously. And then the geographic balance question I agree there should be geographic balance for sure. There's a difference between geographic balance and geographic representation. I guess we can continue to talk about that but those are two different things. I think that's it.

Mark Keppler - All right. Um, just hold you on for just a few minutes here. number one, thank you. This is exactly what I was hoping would happen. this has given COG staff terrific direction on how we can improve the current oversight model. And so I want to thank all of you, Tina, particularly you for starting us off in such a good way, really appreciate it. Now remember this is an iterative process. We're going to keep working on this and other parts of the implementation guideline as COG staff drafts these things and sends it out probably through me to you. Then you bring back comments, edit this. Here's what I do. And I'll send it back to the COG staff to redo it. Send it out again. We'll just keep going back and forth till we get this thing to a point where 70% of the people feel they're comfortable with it. With that, I want to go over I promise you I do this. So, just one quick I just want to go over the timeline again. So, we're going to start the iterative process and implementation guidelines today. you started the process. We are going to have our next meeting in two I might have said one week to some people. It's two weeks, our next meeting is on the 29th. You should receive an agenda for that meeting on Sunday the 26th if my doing this right in my head. Uh the 26th you'll receive an agenda. 29th we'll have the meeting and then we are going to try to see if we can vote on general category allocations at that meeting. It is important that you be there in person because that obviously has been what a lot of this has been aiming at for several months. So, please be in attendance. This is since we're following the Brown Act out of an abundance of caution, you cannot vote online. You have to be here in person. So, that is the 29th. Um just for your knowledge, on the 30th, the COG policy board meets. uh we would plan to give them an informational meeting if everything goes according to plan about where you the committee sit on general allocation general category allocations. Uh we then would continue work on the next meeting for the steering committee would be on November 6th. we're continue to work on the implementation guidelines, would also discuss the poll results, at that point they should be back by then. We're then going to spend the next few days just finishing up implementation guidelines hopefully and then sent set out another agenda for the 13th the last meeting hopefully is November 13th where we'll be talking about final approval of the complete package uh both the general allocation and the implementation guidelines so then we can then report this to the COG policy board your recommendation of a consensus measure C on the 20th of November which is when they meet. So, but with that, we're going to keep it open for public comment. I'll stay as long as I need to. I understand that some of you can't stay. That's okay. I really encourage you, though, the public is here for a reason. Please take a moment when you, if you can't stay here now, to review their comments because they're also trying to give all of us input how to make this a better measure. So, with that, we'll move it on to public comments. So, anybody with public comments, if you could limit your comments to a couple of minutes, um, I would appreciate it. So, whoever wants to in the audience wants to make public comments, please go to the lectern. If anyone wants to make public comments going once, going twice, we'll see you in two weeks. Thanks everyone.