

Measure C Steering Committee

Motion Summary – September 11, 2025

1. Welcome & Overview

Facilitator - Mark Keppler

- Welcome and roll call

Roll Call

- Roll call was conducted by staff.
- Members present included representatives from Fresno County, cities, community-based organizations, and advocacy groups.
- Both in-person and online attendance noted.

2. Overview

Facilitator - Mark Keppler

- Provided overview of what steering committee is going to do today/goals
- Objectives for today's meeting include:
 - Finalize Subcategories
 - Decide: 20 v. 30 yr Measure & Review Process
 - Update on Roads (More than just maintaining)
 - Update on Transit (More than just maintaining)
 - Comparison of other self-help measures

3. Finalize List of Subcategories

Subcategory Review and Final approval

- List of approved steering committee subcategory recommendations along with proposed definitions from the facilitation team are passed out to committee members to review language for accuracy

Existing Neighborhood Roads

- **Nick Paladino:** It's number three. Sidewalk, alleyways, bikeways, and pedestrian safety. I actually think that subcategory, exclusive of alleys, really should belong under active transportation. Because sidewalks, bikeways, and pedestrian safety, really, those things are normally considered active transportation. Alleyways could easily be included under basic infrastructure, so I should have made this request at the last meeting, but that was a failure on my part. So my request really is, if it's possible, at this late date, to move that subcategory number 3, Sidewalks, bikeways, and pedestrian safety from Existing neighborhood roads down to active transportation.
- **Mark Keppler:** we can entertain that as a motion if you have a second, and then we can open up to discussion.
- **Nick Paladino:** Yeah, I could make that motion.
- **Gail Miller:** I'll second it.
- **Mark Keppler:** Okay, so let's talk about this. So, my understanding is that one of the things we're talking about, and I know Nick's going to come at me with this thing, complete streets. That there's a legal definition of complete streets, but the idea behind this proposal was to go in that direction. I'm not sure it checks every box for complete streets, but that's the intent, is to move in that direction when they define, neighborhood, neighborhood roads. I'll turn it over to COG staff. So, Paul, what are your thoughts on this?
- **Paul Herman:** Yeah, I think the intent of the committee was to broaden what we traditionally think of as a local existing neighborhood category, and past measures, or what we see in other measures, to include elements beyond just paving. And that would allow and give more flexibility to the jurisdictions when they develop projects. We've heard, actually, some positive response to including these elements in this category, because it does allow, for more flexibility when they construct projects. So, yeah, we've heard positive feedback to actually include it where it is today. It could be something where we make it also allowable within the active transportation category, but I think removing it from this first category, potentially would actually disappoint some folks that were, looking to see it actually stay in this category. So, that's, I think, thoughts of folks I've spoken to about, this specific topic.
- **Mark Keppler:** Anybody else want to make a comment on this? I'm only thinking, just as an outside person, just looking at that, saying, it does allow more money to go toward roads if you include these other things as part of it. So, I think we'll encourage people, maybe, to vote for more money for roads, because it includes more stuff, so with that, we do have a motion, we have a second, so if you agree with Nick that we should take this... I guess, Nick, you're saying take it out of the road category?
- **Nick Paladino:** Yeah, well, the concept of creating streets is something I plea agreement for. The concept of active transportation came along prior to the concept of complete streets. So Complete Streets is a new concept that came

along later. This idea is that when you build a project, when you build a new street, or reconstruct a street, or do an enhancement to a street. You design it for all ages and abilities, or you do a retrofit. It could work in either one, probably. It should be either one or the other, but not both.

- **Mark Keppler:** Well, I actually anticipated Nick mentioning this, so I actually looked it up. Complete Streets Act was in 2008, so it was after the last measure was 2006. I guess the last measure that passed, was 2006 but Complete Streets, from what I understand, a lot of that is incorporated in the way this is defined. So, with that, we have a motion to second with any more discussion on this? Go ahead, Larry.
- **Larry Westerland:** Yeah, I'm sorry I'm kind of new to the committee, so as I envision this, I think there really should be in both categories. It makes sense to me. So, the complete streets, as I understand it, would go, you know from having bike lanes on potentially either side, where the active transportation kind of lifts the, the bike lanes and the transportation lanes to kind of a higher level. I think about what just recently happened over on Audubon and Friant, where there's, actual separation, or Higuera Street in San Luis Obispo, where now they have, divided, curbs, or not curbs, I'm thinking of the... I don't have the right name, but protected lanes, and that this would allow for, some money set aside for protected lanes. So I think it makes sense in both categories.
- **Mark Keppler:** And, well, two things for the record. Number one, I want everybody to note that Larry's wearing a Cal Poly shirt, so that's why he's talking about San Luis Obispo. The second thing is, yeah, you could, and maybe, Nick, maybe it will withdraw your motion, it depends. If we added it, if we brought this same vote up under active transportation, where it appears in two places, would that be alright for you, as opposed to taking it out of this one?
- **Nick Paladino:** Okay, that seems to be double-dipping. I may be arguing against myself in this regard, but one or the other, you know. Because you may sometimes want to do a special project, you know, to put cycle tracks. I prefer the legal term, cycle tracks, and over protected bike lanes. But you may want to do a special project, to retrofit a street to put in a cycle track for bike lanes.
- **Mark Keppler:** I will make sure the other people get a chance. Veronica, are you going to say something? I don't know if you were going to say something. It looked like you were about to say something.
- **Veronica Garibay:** I don't want to belabor the conversation. All I was going to say is I think Paul and even Larry, for your first time being here, I think got hit it in the nail on the head that these were supposed to be separate. I don't see them as... the intent was to go much broader in Category 1 to give the jurisdictions flexibility to add where it's reasonable, where it makes sense, where it's possible. And the active transportation subcategory, I see it as a very dedicated program for very specific trail... cycle tracks, if that's the way... that that would be very specific projects intended for that purpose only, whereas it's much broader in the existing categories.

- **Mark Keppler:** Okay, we've got to move through a lot of categories, so if there's no more discussion, you want to put it up for a vote? Oh, I'm sorry, that's right. Yes, that's right. We also said we needed a second second to move something forward. That is absolutely correct, I apologize. Do we have a second second on Nick's motion? Okay, I don't hear a second second, so unfortunately, Nick, your motion can't come up for a vote. All right, let's continue. Are there any other questions about, the existing neighborhood roads category as it's been kind of redefined?
- **Larry Westerland:** And again, I'm sorry I'm new here, but I'm wondering on, and maybe it's implied in all of these, but I thought there should be some language that talked about planning and design. That the funding would allow for planning and design. And really, in my experience, all of the categories have a design and...
- **Mark Keppler:** My recollection is, and Veronica, going back to Veronica again, my recollection is you had that under administration, didn't you? Technical advice?
- **Paul Herman:** I can chime in here. All projects, and this would be in the implementing guidelines, but yes, there would be project development or environmental and design as part of any project that gets developed, and Measure C would be an allowable revenue source for that. So. really here, we call out specific infrastructure that... in the built environment, but yes, there is environmental reviews and design that occurs for all of these projects, and Measure C would be eligible for that.
- **Larry Westerland:** Yeah, just as long as it's clear
- **Paul Herman:** and the implementing guidelines will clarify, when we develop that document, it will be very clear that it'll allow Measure C dollars for those components.
- **Veronica Garibay:** And just to add, a little bit of clarity to what Mark started to talk about, there's a community planning, subcategory in other, and that was intended particularly to allow for community plans and certain jurisdictions that may not, like, dedicated funding solely for planning that could then go into implementation as well.
- **Mark Keppler:** Okay, is it alright if we move on to the next subcategory?

Public Transportation

- **Mark Keppler:** Any questions about the public transportation final edit?
- No questions or comments raised

Active transportation

- **Mark Keppler:** Great, we're making progress here. Okay, what about the next category, active transportation?

- **Nick Paladino:** On active transportation, safe routes to schools. This is a minor point, I may be nitpicking. Emphasis on routes within one-half mile of a school site. A half-mile limitation makes sense for pedestrians. But that's rather short for bicycles. you know, some emphasis on half mile of a school site for pedestrians, but for bicycles, probably more like a bicycle...
- **Mark Keppler:** Paul, why don't you, why don't you describe the half mile?
- **Paul Herman:** Yeah, so we recently just adopted a new Safe Routes to School program within the current 2006 Measure C plan. We had it amended in with \$6 million of revenue that was over-allocated in other programs, and as part of the Safe Routes to School Program, we've used the criteria of a half mile to ensure that the resources are focused on school sites, specifically. That is something that can be changed if there's, you know, a willingness to do that amongst this committee, but that is essentially what we use for the current Safe Routes to School, guidelines and application process.
- **Veronica Garibay:** Quick question on that, Paul. Is... was that primary... a factor in setting that distance requirement because of \$6 million is not very much, and you wanted to make the funds go further?
- **Paul Herman:** Yeah, I mean, that was a part of the calculation there, that we didn't have much resources, and to ensure that it got spent Around a school site, we did do the half mile, generally, you know half mile is considered the walk shed to a lot of school sites. That's also a consideration, when we develop the program. But again, that's something that can be modified.
- **Nick Paladino:** Yeah, I agree with you. It makes a half miles a walk shed, but bicycling, Particularly for, you know, 6th grade, 7th, 8th, 9th grade, that's...
- **Mark Keppler:** Can I make a suggestion, Nick? What about, instead of using the term within a half mile, something like within an appropriate distance.
- **Nick Paladino:** That's probably too vague.
- **Paul Herman:** What I would say, Nick, is that, again... at the broad level, this is what we have today. Obviously, when we start developing the guidelines, we will need to get into all the details, and I think that would also be an opportunity to have a discussion around half mile, or mile, or what makes sense for a Safe Routes to Schools program. We can also take a look at other Safe Routes to Schools program and see how they treated this pedestrian versus bicycle, you know, distance to school sites
- **Mark Keppler:** The other thing I think, just thinking out loud, that Nick may points to is, you know, electric bikes, and electric scooters do give... it seems to me, would give people more range, so that is... and that's something new that really is just... you're seeing now in the last couple of years.
- **Nick Paladino:** Oh, yes, definitely. With an electric biconductor scooter, your range is considerably enhanced.

- **Larry Westerland:** I think Mr. Paldino makes a good point. You know, I would kind of be in favor of just striking the half mile. I mean, for 20 years, we're gonna probably, or 30 years, find instances where it's such an unsafe route to school that we should be able to reach out and help that. I can think of some rural school districts right now that half mile, yeah, would... Anyway, I think...
- **Mark Keppler:** You could make a motion to amend that, and either take out the thing or use the terminology. I was suggesting, if you want to change that, that's why we're doing this final edit. Anybody want to make a motion that way, or...
- **Larry Westerland:** So, I'll go ahead and make a motion. I'll make a motion to strike the half mile. And leave it to planners and folks to be able to figure out. If it's not a safe route to school, then, you know, let's figure out how to make it safe.
- **Mark Keppler:** We need 2 seconds for that to go up for a vote
- **Nayamin Martinez:** Second.
- **Nick Paladino:** Second.
- **Vote:** 22 Yes – Motion Passes
- **Mark Keppler:** Okay, anything else on active transportation? Nothing more? Okay, so with that, let's go on to the next category.

Regional Connectivity

- **Mark Keppler:** What about regional connectivity? Any changes you want to see there? Is it good the way it's written? Any questions about that?
- **Lee Delap:** not a question, but I think it's important to know that, Caltrans for improvement of intersection or convert Signal interchange to an overpass requires Local participation before they'll do anything. And that money comes from this area. So, if the mayor is wanting to revise Shaw Avenue 99, that's gonna come out of this. So it's just within that same expensive category.
- **Mark Keppler:** Okay. I got it. And we can have staff, they can speak to that, city staff and county staff can speak to the cost of that, of doing those kinds of things. All right, with that, I don't see here anybody else. Let's move on to the other category.
- **Brenda Thomas:** Wait, Sarah's (Montemayor) online. She wants to know, Under the worst first. Can we change the wording to small town safety net?
- **Mark Keppler:** And that is under... I'm sorry, under regional connectivity?
- **Brenda Thomas:** Yes, number one, under regional connectivity, major roads, the end of that, number one says, with consideration given to addressing the worst roads first. She (Sarah Montemayor) wants to know if that could be changed to something about a small town safety net. Do you want that added, Sarah? Or do you want it... worst roads first replaced.

- **Mark Keppler:** I'm not exactly sure. There's some confusion as to what that means.
- **Brenda Thomas:** She (Sarah Montemayor) wants it added.
- **Mark Keppler:** if she could define safety net, I'm not sure what that means, I think the committee's not sure what that means, so if she could define that a little bit more precisely? Unless someone else knows. Does anybody else understand what she's saying?
- **Lee Delap:** I think what she is referring to is if we take a look at the Pavement Condition Index at the small rural cities, etc. And we find ourselves with... Pick a city, let's say Tranquility. As down, in the 30s for some areas, or their average is well below the others. That, the transportation measure Would be, allocated such that I want a minimum standard of 50.
- **Mark Keppler:** Well, I think... I don't know if I'm missing this, but doesn't the worst roads first say that?
- **Lee Delap:** Well, kind of, but it doesn't refer to it as a net, as a minimum standard.
- **Mark Keppler:** You know what, let me suggest this, and also the person online. Could we deal with this in the implementation guidelines? That would seem to make more sense, because we give it more precision there, as opposed to what we have here. Does that make sense to folks?
- **Brenda Thomas:** She's (Sarah Montemayor) just asking for more emphasis on the smaller towns.
- **Mark Keppler:** Could you ask her if we could leave that for the implementation guidelines? Is that okay with her?
- **Sara Montemayor:** Can we reword it later?
- **Mark Keppler:** No, we can't reword the subcategories. What we can do is deal with that issue in the implementation guidelines.
- **Espi Sandoval:** Can I add something? I can see where her point is as far as our small cities being left behind, you know what I mean? As far as where I come from, the west side of Fresno County. I can tell you the need of cities like Mendota, San Joaquin, Tranquility, you know, I mean, Firebaugh. So I'm looking, I'm thinking, I know what she's thinking, you know what I mean? And, to me, it would be appropriate to have some type of language addressing that.
- **Mark Keppler:** Well, the only thing I'm thinking is, worst first speaks to that. Like, for example, Orange Cove was, like, very low in PCI, like, 30 or... it was a very low number. Well. that's an objective listing of the worst first, so that would be where you would go first. If that's not... if you're not comfortable with that, that seems to be pretty objective, you can then articulate it more specifically in implementation guidelines. Hey, by the way, we're talking about this includes the

small communities. I think it seems to me that would be the more appropriate place to put it. This is more general. But again, if Sarah wants to do it, we'll put it up for... see if we can get a motion in 2 seconds, put it up for a vote, but what does Sarah want to do? I know you're all thinking. Don't you just love technology?

- **Sarah Montemayor:** Which category did you suggest?
- **Mark Keppler:** I didn't. I said we dealt with in the implementation guidelines.
- **Sarah Montemayor:** Sounds good. Thanks.
- **Mark Keppler:** Okay, great, we can just move on. Anything else with regional connectivity? Let's go on to Other.

Other

- **Mark Keppler:** Any comments on the other category? Yes, Lee?
- **Lee Delap:** This includes the Transportation Institute funding, correct? New technologies. We were recognized as the only transportation measure that had new technology included Previously. So that's a very good thing.
- **Mark Keppler:** Is that in there?
- **Lee Delap:** I don't see it listed.
- **Mark Keppler:** Would that be under community planning, or no?
- **Paul Herman:** So, historically, this funding for the Transportation Institute has fallen within what we categorize as the new technology program and the current measure. That could be added as part of this, It's not specifically listed here, though, but we could add funding to ensure that we continue that program.
- **Mark Keppler:** What are people's thoughts? Lee, do you want to make a motion along those lines?
- **Lee Delap:** I'll make a motion to include it under number 2. It's an existing program that we have, and they've been...
- **Mark Keppler:** And are you specifically calling out the Transportation Institute at Fresno State, or are you just saying a research institute, and not defining a specific one?
- **Lee Delap:** Transportation Institute at Fresno State.
- **Mark Keppler:** Okay, so adding the Transportation Institute at Fresno State as part of that Future transportation definition. Do we have a second to add that? Hearing no second, motion fails. But again, this is not the last go-around, right? We can always address these things in the implementation guidelines. If it's really important to people, they can always bring it back there. So, you know, we

want to get these things finalized. Last thing is, I'm hoping it's the easiest one, administration.

Administration

- **Mark Keppler:** Any questions on administration? Any questions on administration? Okay, with that, I don't see any questions. We can move this to a vote if someone wants to make a motion to approve these finalized subcategories.

Final Vote for Subcategory & Definition Approval

- **Dr. Amber Crowell:** Do you need a motion first, Mark? This is Amber.
- **Mark Keppler:** Oh, I'm sorry, I thought there was a motion, I apologize. Okay, Amber, you making the motion?
- **Dr. Amber Crowell:** Sure I'll move.
- **Mark Keppler:** There you go, I need 2 seconds
- **Mona Cummings:** I'll Second.
- **Larry Westerland:** Second.
- **Mark Keppler:** Okay, now we can vote. Thank you.
- **Vote:** Yes – 21
- **Mark Keppler:** Oh, we got it. Yay! Congratulations, we finalized. That's great, guys. Fantastic. But here's the bad news. We're over time, so we're skipping the break.

4. 20 vs. 30 Year Measure

Informational Presentation

- **Mark Keppler:** With that, we wanted to have a discussion about, the 20 versus 30-year measure, which is the other big thing we need to talk about today. I think Robert was going to make a present... he already has made a presentation, I sent it out to you. It was an 8-minute presentation on the difference between 20 versus 30, but just to put the final point on it, I'm gonna turn the mic over to him and let him do a quick presentation.
- **Paul Herman:** Brenda, can you advance the slides for me? Alrighty, yes, two meetings ago, I touched on, we did a simple presentation outlining, kind of, the advantages of either a 20- or 30-year measure. We do have a few new people here today, and I'll briefly touch on, kind of, the highlights of that presentation. So

for the 30-year, measure, kind of the advantages of a longer measure really deal with the financial stability of having 30 years, and the ability to then bond against that longer revenue stream. A longer measure also allows projects to be funded from project development, so the environmental design phase all the way through construction with more certainty. There'll be more financial resources to ensure that occurs. And it also reduces the risk of interruptions or shortfalls by having more available, funding. For the 30-year measure, we're calculating a \$7.39 billion total revenue, and that averages out to \$247 million over the course of the 30 years. We did get a question last time of how this number can be so much higher than the 20-year measure, which I'll show you in just a minute. And that really is due to the kind of growth rate that occurs, especially in the last 10 years of the measure. So the first year of the measure, we'll collect about \$120, \$125 million, but by the time it gets to year 20, we'll be at around, I think, \$250 million, and then towards the end of the measure, we're actually going to be over that \$250 million mark. And that's how we get to an annual average of 247 for 30 years. If you go to the next slide... So for the 20-year measure, obviously it's a shorter term, so it's less of a long-term tax burden on the taxpayer. And the shorter measure also does allow for a quicker reprioritization of the allocations, if that were desired in the community. The total revenue here is \$3.93 billion over 20 years, which averages out to \$196 million annually over that period. Again, it'll start at about \$120 million, and then at the end of the measure, it'll be over \$196, but that is the annual average if you were to divide the total by 20 years. And then if you go to the next slide... yeah, so that's really the highlights of the 30... 20 versus 30, and happy to take any questions.

- **Nayamin Martinez:** I have two questions. One, in polling that you have done in the past, is there a difference between You know, the likelihood of voters supporting a 20-year versus a 30-year?
- **Paul Herman:** So, yeah, there has been some polling that was done, 4 years ago when we did this effort. There was a market difference in the desire for a 30-year measure, just to ensure the stability and to allow for the bonding. So yeah, there was a preference, in polling that was done about 3 years ago, when the last effort was ongoing. So yes, there has been a desire.
- **Nayamin Martinez:** And my second question is, I mean, when you see the numbers, obviously you're like, oh yeah, I want all that money. My reservation is, would there be opportunities to like, review and assess, is this, like, really working for us, or do we need to do any changes? Because, you know, 30 years from now, we don't know, there might be flying cars and other things that we are not even envisioning at the moment, and I'm just afraid that if we are just like catch or tied to this things we're putting in this...
- **Mark Keppler:** You are literally one step ahead of us. Because the next thing you see is discussion of review and evaluation process, and one thing we want to

talk about is brainstorming among this group, About, okay, can we put... should we put something in the measure, like a midterm review or evaluation process, to improve effectiveness of the measure, but also to improve voter confidence in the measure? So I was thinking we could have that conversation next, but the answer is yes, and Paul, correct me if I'm wrong, most jurisdictions, self-help counties, do have a midterm review process.

- **Paul Herman:** Yeah, more recent measures have taken on, especially as the popularity of 30-year measures have occurred. We've seen essentially all measures now have this review. When it was a shorter measure, we didn't really see a mandated review period, but now we are seeing it more and more, especially with the longer 30-year measures.
- **Joseph Amador:** Now, the first one that failed, it was 30-year, wasn't it?
- **Paul Herman:** Yeah, the 2022 measure was a 30-year.
- **Joseph Amador:** And there's been studies that the shorter ones actually pass.
- **Paul Herman:** I think actually the more recent trend has been the 30-year measures, in other counties throughout California. Obviously, in Fresno's example, it did not pass, but other more recent, sales tax measures in Sonoma County, Napa County, and Southern California, they have been 30-year measures, and they have passed.
- **Paul Herman:** Just for historical reference, I was on the 2022 Measure C group, and they... the steering committee did vote unanimously for a 30-year measure, so that was brought up to the steering committee.
- **Dr. Amber Crowell:** So I had this question already, but now I'm wondering, in the context of the 30-year measures that have successfully passed. What has been put in place to reassure the public that when changes are made, that the public is notified, and maybe even can give input on those changes being made, just to build trust in a 30-year measure?
- **Paul Herman:** Sure, yeah, so there is, And a lot of the guidelines that are developed with these other measures, they lay out the review process, and that includes public hearings, other mandated, like, review periods of that. It would go, you know, to a jurisdictional body that would then hold a hearing and allow for public comment as well, likely COG or some other, you know, the entity that would, you know, kind of manage the measure, so yeah, that would all be... and those would actually be developed in the implementing guidelines as well. That would be detailed for all your review.
- **Mark Keppler:** Right, that's kind of the how and the who and all the rest of it would be the implementation guidelines. Nick, question?

- **Nick Paladino:** In addition to, the mid-cycle review period, and I offered 10 and 20 years. Question arises to amendments. this, current 20-year each period, there have been, I think, 8 or 9 amendments.
- **Mark Keppler:** Yes. Yeah, just for clarification, I think it's a... the committee's gonna do whatever they want. It's asking a lot to decide these details about a review process. What I thought we'd talk about today is simply, should there be a review process? And there seems to be a consensus along that issue. The details of that review process are for the implementation guidelines. what kind of committees we have, what authority do they have, what does it take to change things? That's all for implementation guidelines. The only question today is, should there be a review and evaluation process? And I seem to hear consensus along those lines. We could vote on that today, or what might make some sense, we could vote on it first thing, next meeting, and today we could spend... we're running a little behind. I may have to indulge people and stay for a little longer, but maybe we could spend 15 minutes brainstorming what kinds of things would you want to see in a review and evaluation process. I mean, the obvious one is a midterm review. All right? Or now Nick's saying, well, not... if it's a 30-year measure, not midterm, maybe 10, 20, right? Two reviews. So, I thought maybe to use your... this wisdom around this table, ask you people, what do you think? I mean, and maybe that could be the conversation after you decide on 20 versus 30, but I think... I hope I can put people's minds at ease, because I think we can hear the conversation here. large support for some kind of review and evaluation process. So, anyway, that's the way I'm reading the room, but...
- **Mandip Johal:** Mark? I want to add to that, I think it's too early to vote On 20/30 too, I know when I was working with our community, a lot of the conversation, 20/30, they didn't see the difference. They were really focused on, like, accountability, measures, evaluations, and how do you make adjustments? Maybe it's 5 years, 10 years, every 5 years. Right? 20 to 30 didn't make a difference to that community. I still think it's kind... I'm looking at the rest of the agenda, and there's other things that we're being briefed on, the comparison of self-help measures. I think maybe even a vote next meeting? after we kind of go through all these other resources we're about to get, and things we're about to hear.
- **Mark Keppler:** Well, we had a motion and 2 seconds on this, so, you know, we would put it up for a vote at this point, but your point is well taken. Larry, do you have something?
- **Larry Westerland:** Yeah, I just wanted to go back to the question that you asked us, whether it was the 20 or the 30 year, and at least from my perspective, the 30-year is... and sorry, I don't know your name, but you had said the polling, the last polling, was there was a voter preference for 30 years. I just wanted to make sure I understood that correctly. So the 30 years makes all the sense in the world

to me, and that's what I would be supportive of. You know, when you do a shorter time frame, your ability to bond against that revenue stream, means it's much shorter, obviously, 30% shorter, 33% shorter, but it also means your borrowing costs are much higher. So, for major projects, that extra 33% means we will get more road, we will get more bang, if the jurisdiction, the city decides, or the county, or whomever it is, decides they want to bond against that. So, yeah, I definitely think 30% or 30 years is the way to go, and it sounds like that's what the voters are willing to support. So, thank you.

- **Mandip Johal:** I just want to know, I didn't know that there was a motion for that.
- **Mark Keppler:** There was no motion. Gosh darn it. I'm sorry. Thanks. I thought we had the two seconds, we were talking... having a discussion at this point. Okay, does someone want to make a motion for a vote on 20 versus 30?
- **Larry Westerland:** Sure, I'll make a motion that we go with 30 years.
- **Mark Keppler:** Well, I think the vote is going to be 20 versus... I'm sorry, How do you want to do this? I'm sorry, you were going to say something? I'm sorry, trying to control this is... I'm not doing a good job here.
- **Mandip Johal:** Can I finish my thought, then? Sure, please. Can I make a motion that we hold off on voting, 20 versus 30, until our next meeting?
- **Mark Keppler:** Okay. We need 2 seconds for that to go to a vote.
- **Joseph Amador:** Motion for a second.
- **Evelyn Martinez:** Evelyn, I'll second.
- **Mark Keppler:** Okay, so we put that up for a vote. Can we... is it easier to just do a show of hands at this point? Okay, let's just do a show of hands to hold off the 20 versus 30 decision until next meeting.
- **Larry Westerland:** Do we have a chance to discuss the motion?
- **Mark Keppler:** Sure, we can discuss... if there's more... if there's more discussion, sure, before you vote. Go ahead, discuss.
- **Larry Westerland:** I'm sorry, I just didn't understand what the rationale was for putting off the vote.
- **Joseph Amador:** Mark? You know... we're discussing this, and I'm hearing from the people out there, I'm not gonna vote for another 30 here. So, I'm just going by what the people tell me. You know, that's what I'm here for. The mayor of Mendota signed me to hear things out, you know, what's out there in the air, and

I'm hearing, no, not a 30. So, God bless you guys, I mean, if it passes, yeah, great, thank you.

- **Mark Keppler:** Okay. Any other follow-up on that? Sure, go ahead.
- **Nayamin Martinez:** I think... well, I think you can explain it better, but I think it's that we are going to be listening to presentations and receiving information that we can use to better, you know, vote on the 20 versus the 30, and not only based on the money.
- **Mark Keppler:** Yes.
- **Marianne Kart:** I, think that there's much concern about the kind of community input that will be allowed during the course of the measure, and that amendments, you know, are very casually, you know, we're going to move money from here to there, but I think there'll be much greater decisions as the 30 years or 20 years even go by. And I think that, Setting up some sort of parameter, Some way of evaluating based on the guiding principles, is really what needs to happen before a decision can be made on the length of the measure.
- **Mark Keppler:** I, I do think... I would, I would say that they're two separate questions. But your second question is very important, and I think it's unanimous, it sounds to me, that a review and evaluation process has to occur, frankly, whether it's a 20- or 30-year measure. The question's the devil's in the details. I mean, what kind of committee are you going to have? What authority do they have? But that is all for implementation guidelines. That's a separate question. And I... a very legitimate question that's gonna get a lot of discussion, no doubt. But the first question is 20 versus 30. And before that, the first question is, do we vote on 20 versus 30? Because that has a motion in 2 seconds. So let's take a vote on whether or not people want to hold off till next time to vote on 20 versus 30. All those in favor, please raise your hand.
- **Vote:** 18 Yes – Motion does not pass.
- **Mark Keppler:** Alright, so let's go to Larry's motion.
- **Larry Westerland:** Well, I'll make a motion. I don't think I made one yet so we go ahead and, recommend that it be a 30-year measure. I think it's just that simple.
- **Mark Keppler:** Okay, that's the motion. Okay, and so we need 2 seconds for a vote on this.
- **Chuck Riejos:** This is Chuck, I'll second.
- **Nick Paladino:** Second.

- **Mark Keppler:** Okay, so we have 2 seconds on this. Same thing, let's count off the votes so I don't mess this up. So all those in favor of voting on a 30-year measure, this is just a question of whether we should vote on a 30-year measure, not... or is it... are we saying that we're approving the 30-year measure? Make it a 30-year measure? Okay, so that's the question is...
- **Larry Westerland:** I think that was the recommendation.
- **Mark Keppler:** Okay, yes, I'm sorry, my mistake. Whether this should be a 30-year measure, a vote, all those in favor, please raise your hand and also count off so we get the right number. Do we have anyone supporting this is a 30-year measure today, making that vote today. And, well... Is there discussion?
- **Lino Mendez:** I'd like to revise the... What do you call it? The proposal to... Change the... instead of vote for yes or no on a 30-year measure, vote either 30-year or 20-year measure. and simplify the vote, there'd be one less vote to vote on. Am I under... am I not understanding that right?
- **Mark Keppler:** I think right now, it seems to me, unless I'm misunderstanding, that let's just take a vote on whether there's support for a 30-year measure at a 70% approval rate. And if it's not, we don't have it. If it is, then you would... then it would be approved. Proposal.
- **Lino Mendez:** My question is, is when would we vote for the 20-year measure, then?
- **Mark Keppler:** Well, if you want the 20, then I guess you would not vote for the 30.
- **Lino Mendez:** Okay. That's why I'm clarifying this one.
- **Mark Keppler:** So, is there any other discussion? Is there any other discussion about a 30-year measure?
- **Brenda Thomas:** Is there anyone online that would like to speak?
- **Mark Keppler:** We have someone here at the table first, but... and then we'll get online. Go ahead.
- **Nayamin Martinez:** Yeah, I think that I like the idea... I think we're putting the cart before the horse. I think we need to... I was gonna be ready to vote for a 30-year measure, but I think without knowing what would be the process to evaluate it and all that, I don't feel comfortable doing it.
- **Mark Keppler:** We do have to make a decision. I understand how you're putting those two together, but that really does... to me, I'm trying to... I understand your

point. It is a difficult thing to kind of separate those Christmas lights. But anyway, please.

- **Pastor Simon Biasell:** Yeah, we're being asked, do you want 20 years or 30 years? And the question would be 20 years or 30 years of what? So, if we don't know what the measure is, but we know what the letter is, but we don't know what the letter means. Like, what is... what is measure C? And so 20 or 30 years of what would be helpful.
- **Mark Keppler:** Well, here's my question. We have to decide on 20 versus 30, because when you go forward and do the allocations, you've got to know what money you're talking about. And the issue is that you're not comfortable... some people are not comfortable going forward with 20 and 30 unless they know the implementation guidelines. How is it going to be enforced? So, we may have to pull that one thing of implementation guidelines out, and deal with that with 20 and 30, and deal with all the rest of the implementation guidelines separately, right? That seems... does that make sense to folks? So we'll have a con... maybe we need to have a conversation around that. What does COGS staff feel about that? Can I ask, if it's alright, ask Paul to ask the question, then we'll ask your question, okay? Go ahead, Paul.
- **Paul Herman:** I think we can delay... Originally, we had this set up as a... the vote was going to be 30 versus 20, and to get a temperature of the room, to see how people landed, on the two different lengths of measure. I think this could be something that we can definitely delay. I think to Mark's point, there is revenue implications, right? How much actual funding would be available will be different between a 20- and 30-year measure, so the amount of what the measure can actually buy you would be different in those two scenarios, so I think that is why we structured it this way, but, I mean, I hear there is a lot of reservation in the room, so yes.
- **Dr Esmerelda Diaz:** You know, I don't speak that often, but I think it will help me to understand better if I can hear the more presentations from the people that are here, to see how I'm gonna vote. See, the difference between exactly the 20 and 30 years, because it's exactly what one of the other members are saying. I don't understand it that clear, and I don't want to go blind.
- **Mark Keppler:** Understood. Understood. Larry, it was your motion. Do you want to withdraw that motion and let... Conversation, or what do you want to do?
- **Larry Westerland:** Well, just a couple thoughts on it. So, I voted to put it off with the group that wanted to put it off for a month. I'm okay. I think we want to try to get a consensus, and there's certainly a lot of questions and concerns about the 30 years, so I don't know that I like the binary, we've got to do it today kind of thing. I think we've got to put the cart back in front of the horse, maybe? And if

we had the discussion about what the, voter confidence and improvements would be... I'm sorry, I'm not saying it right, but the assessment and evaluation... That's at 15 years or 10 years. I think folks would feel better, probably, knowing... although I do think, and correct me if I'm wrong, Mark, so even if we voted, whether it was 20 or 30 today, all those are still on the table, all of the evaluation, implementation...

- **Mark Keppler:** Oh, absolutely, absolutely.
- **Larry Westerland:** Nothing's precluded by doing that, but... and I would go ahead and withdraw my motion on that, but with the idea that we can talk about that first. And, hear some more from staff, maybe. I know Scott Mosier's here, who I really liked working with for the City of Fresno, and maybe he can talk about the 30-year versus 20-year, and what kind of difference that makes. Anyway, just a thought.
- **Mark Keppler:** Veronica, you have your hand raised?
- **Veronica Garibay:** Yeah, I'm hearing two different things. I'm hearing, one, that the... there's one component of the 20 versus 30 year is the accountability component, and what... right now, there is no trust in government or elected officials, regardless of whatever party you're in, there is no trust. And so, that's one thing. The review period... what exactly entails a review period is really critical. Is it, like, the current process and the current measure? Then I would say that's not sufficient and would not at all help with voter trust and confidence. So, that's one thing. The other thing I think I heard Pastor Simon talk about is what is in the measure. So, if I could just maybe make a friendly suggestion to the staff, and maybe this would help all of us is that as we go into next week's meeting, where we start talking about allocations, that we also have a chart that looks at, this is what a 20-year measure buys you, and this is what a 30-year measure buys you, and then that starts giving everybody the information that they need to make a more informed decision, in addition to the presentations that will be shared today.
- **Mark Keppler:** Yeah, that sounds very helpful, frankly. I should be weighing in, but it sounds very helpful. Any Other comments?
- **Joseph Amador:** In all fairness and all due respect, Larry, but I thought... I saw an actual vote taken, and it didn't look like we're going to get the 19. With all due respect to Larry's motion and second and so forth. Well, and we should have that on record, because... we're talking openly, and we want the public's trust.
- **Mark Keppler:** We could do this. We could take a poll, not a vote. Just to get a gauge of the room. The question, though, is it's really kind of, in some ways, answering in the dark, to your point, that how do you... you might want 30, but it

depends. It depends on the implementation guidelines, so when you vote for 30, what are you voting for? That might be confusing to people, so I think it would be a confusing vote, because people might vote no for 30 just because they don't have the implementation guidelines. Not that they're opposed to it, but they want to hear the details.

- **Joseph Amador:** She (Mandip) because missed it by, what, one vote? You know, but again, we're here to discuss this. When a former employee of Caltrans tells me, I drove through your city the other day, it's the worst roads in the county. That hurts me. That hurts me. I was born in Mendota. I want the best for Mendota. And so we need to discuss this openly, and let's talk.
- **Mark Keppler:** Okay. It sounds to me that we should probably table this.
- **Joseph Amador:** Exactly
- **Brenda Thomas:** We have two online...
- **Mark Keppler:** I'm sorry, one of the online people get their questions in too.
- **Chuck Riojas:** Yeah, can you guys hear me alright? Yeah, I've... you know, I'm gonna go for a 30-year. I think we gotta lock something down. I don't know how much of this is cast in stone. But I think 30 years... I like a midterm review. I think the 30 years gives us the 10 and 20 look into. I don't think it hinders us in any way to vote today on a 30-year measure. I kind of agree with the other gentleman, you know, when we didn't get to the 70%, now we're gonna start tabling stuff until we do. You know, when is this process gonna stop? I mean... There was a motion made, it had 2 seconds, I'm willing to vote for a 30-year measure, let's at least get something, in the books and done. Again, if we don't like where the midterm reviews and all of that stuff comes in. I mean, how much of this is gonna be in stone anyway? We can always revise, but at least a 30-year gives us some, solid starting point.
- **Mark Keppler:** You know, I can just say this, that if... first, I'm a little concerned about voting now, given some of what I hear in the room. But if you did vote for a 30, it would put tremendous pressure on how those implementation guidelines, because that still also has to be agreed to. Just because you say 30 doesn't mean it's a done deal. the devil's in the details. How is that 30 gonna look? And that's implementation guidelines, and if you say 30, it's gonna put a lot of pressure, I think a lot of people are really gonna look at that very, very closely, which is totally fair, obviously. But one of the issues, and I think Chuck, who has just mentioned this, is that... and again, chicken and egg kind of thing, but to get to the general allocations, we have to know what money we're talking about. I think Veronica did make a very good point about showing side-by-side, what does a 20-year get you, what does a 30-year get you? But, just for Chuck's

benefit, Larry did withdraw his motion, so at this point, we don't have a motion on that. And right now, what I'm hearing is, let's do what is suggested in terms of 20 versus 30, the number, so it's very clear to people, and then vote on it next time. That's what I'm hearing. Is... there was a second person online that wanted to comment?

- **Brenda Thomas:** Wendy?
- **Wendy Ozburn:** Hi, everyone. I like Veronica's, statement about the numbers being, you know, what do we get per 20 years, versus the 30 years. I do like that, but I'm still weighing on the side of a 30-year measure. I know there's a lot of questions in regards to the details, and trying to understand it. And I wrote some things down, if you, if you don't mind if I share that. So, with the 20-year measure, and correct me if I'm wrong, because I got a little help, because I was typing some stuff into AI just to try to, like. I love AI. It just kind of narrows things down, so... in layman terms. So for a 20-year measure, the plan would provide, and this is just off the cuff, flexibility, ensuring that projects reflect current community needs, current community needs and priorities. It also allows voters to reassess and update funding sooner, keeping pace with new technologies, environmental goals, and changing transportational demands. However, with the 30-year, and it doesn't mean that you can't put your own implementation in there, in the 30-year measure, but it secures long-term stable funding, which enables larger-scale projects, lower financing costs through long-term bonds, and greater certainty for regional planning. It allows Fresno County communities to commit to transformative improvements with consistent funding. And I just made a side note. You know, 10 years, I mean, yeah, it seems like a long time, but really, in the grand scheme, it's like, 20 and 30, it's not that much, like a 10-year gap. But as long as we keep communication, keep a pulse, through the measures admin, and keeping that transparency, like, the communication with the community, and keeping the transparency, for current real-time, transportation needs. So we could implement that in the 30-year.
- **Mark Keppler:** Right. I have the unfortunate task of trying to keep you guys on task, and we're going way over. So what I'm hearing, and correct me if I'm wrong, can we just table this, try to get the information that Veronica suggested, and we can take a vote on this next time? I don't want the committee to feel rushed into a decision, and I understand this is kind of... I was gonna use the word funky. Funky issue in the sense that implementation guidelines on a 30-year measure is very important, and I get that, and it's... but we can't get to the general allocations until we know what money we're dealing with, so it's kind of a... it's somewhat problematic, but I think we can deal with that next time. Does the steering committee feel comfortable with tabling this till next time, and getting the additional information that's been requested? And then we can make a decision at the next meeting. Does that sound okay? Is anybody opposed to that?

- **Wendy Ozburn:** I'm good. I'm good with that for next time.
- **Lino Mendez:** It seems like we're drawing this on and on and on. In one of our previous meetings that we had, they had a slide presentation on what the 30 versus the 20-year, the amount of revenue that was brought in. We had this gentleman explain it two meetings ago, when we... some of us stayed in... for the meeting, some of us left. And we had to explain to him just now the revenue base for between the 20- and 30 year. And we've had, since... May or whatever, to talk to our constituents that, hey, this is what we're doing to get the public buy-in on what they want for... out of this measure. So, I don't understand what a delay is gonna do, other than just... Drag this committee on another longer extended period of time.
- **Mark Keppler:** The only concern that I have, as I said, some people may support 30, but they want to know what's in the implementation guidelines. So you're going to get a confused vote, which, frankly, will be then shared with the press, and they'll say that people don't support something when they actually do support something. So it sends a very confusing message. I'd rather have a unified message coming from this group. And I get the frustration, and it... we do have... I did this, hopefully, sequentially, because I thought the 20/30, we know the numbers, because then we could do the allocations, and then we do the... I want to stress this. The implementation guidelines are all part of this. You can say general categories and stuff, but that's frankly where the rubber really hits the road. And one last final point. This committee is making a recommendation. You aren't writing the ballot measure. You are making a recommendation that has to be approved by the COG Board, has to be approved by the Board of Supervisors, and all these other groups, so you gotta stay in your lane, basically, you can't go so far off the field that you... it's not gonna... well, you could do whatever you want, but it's not helpful, because then they won't take you seriously. So there is a constraint, just like they have a constraint, that they can't ask a steering committee for a recommendation and ignore it. So, it's... everybody's kind of constrained to be reasonable. And I'm just... given what's been said, I'm just uncomfortable... I don't want people feeling like they were pushed into something. I'd rather you have to be comfortable with a decision. I totally get the point. But, anyway, that's the way I'm reading the room. If I'm wrong, correct me. If you want to take a vote on that, that's fine, whatever you guys want to do.
- **Nayamin Martinez:** I was going to suggest that. I think it's just one person that is not, like, happy with what we want to do. If that person, Lino, prefers a vote, we can do the vote.
- **Mark Keppler:** I mean... Okay, let's do the vote. You want to make a motion? Oh, Larry, go ahead. Larry, this is your first meeting. You're only allowed 3 questions.

- **Larry Westerland:** Sorry, old habits die hard. My suggestion would be... as a matter of fact, I'm going to make a motion. I don't know if I'll get a double second. Okay. I've never had to do double seconds before, but... I would... I'd like to table this 20/30 issue until the next meeting. And that would be brought back, but before it's brought back, we discuss and make some sort of decision on the review process of the measure next time. So, whether it's going to be at the 15-year mark, or the 10-year mark, or the... whatever... and I don't know what staff would recommend, but let's have that discussion first.
- **Mark Keppler:** Okay, can we... let's... would you mind a friendly suggestion? Can we just bifurcate this? Let's say, first of all, let's table this 20/30 issue, at least till next week. Can we just do that issue first?
- **Nayamin Martinez:** Can you add Veronica's recommendation?
- **Mark Keppler:** Yeah, well, that's... yes, it's understood that Veronica's recommendation would be something that the staff... COG staff would attempt to do. But first, let's just... can we just move this forward and say, let's table this until next week, the 20/30 decision? That's the first thing. We would need to set... if that's a friendly amendment to... for your motion.
- **Larry Westerland:** That's fine. I just... the point I wanted to get to, Mark, was I think there's a lot of uncertainty in the room, and they're particularly, as Ms. Garabay said, there's not a lot of trust out there. And so, if we're going to ask the voters to either prove 20 or 30, we should assure them that there's some trust measures put in place first.
- **Mark Keppler:** We could... we can address both of those issues next time, so when we talk about next time, 20 versus 30, one of the things that we can do, unless you want to have another meeting, maybe, maybe this is an email correspondence of going to COG staff and making recommendations, getting a, you know, I think it should be this, not just review and evaluation. Maybe there's something else that should be part of the process. So what I want to do, which we're running out of time today, because we still have to hear from the experts on roads and public transportation, maybe we can do is say, listen, let's table the 20 versus 30 for now. Let's have some conversation online, or two COG staff saying, we think this should be part of the implementation guidelines for a 30- or 20-year measure, and start that conversation, and we deal with that next week, first thing. Okay? That might be... so, I... I don't know if I made... I can't make a motion, only you can, so...
- **Larry Westerland:** Mark, that's fine with me, I don't know how it is with the rest of the committee, but... you know, tabling it, allowing for... but I'd like to have that discussion first, come back first, before we're forced into...

- **Nayamin Martinez:** Can you just open up your motion so we can all...
- **Larry Westerland:** Well, I had an attempted friendly amendment to the motion.
- **Mark Keppler:** Well, we're going to put these things off. Can I just say, well, and correct me if I'm wrong, we're going to put this discussion of 20/30 versus off until next week, with the understanding that there'll be discussion as well, simultaneously, about the implementation guidelines over the length of the measure.
- **Larry Westerland:** Well, I... the guidelines, that's too broad, Mark. Let's have discussion about accountability, review and evaluation. I'd like to have that... I think we'd like to have that first.
- **Mark Keppler:** I think we're saying the same thing, because I... Well, I would say that... I would say accountability would be part of the implementation guidelines, but again, if you want to make that more specific, that's fine.
- **Larry Westerland:** I'm sorry, maybe I don't know what the evaluation guidelines are, but at least a general discussion about that and give direction.
- **Mark Keppler:** Well, I tried and failed, so you make your own motion and go ahead.
- **Larry Westerland:** Okay, sorry, so that we tabled this matter. Till next month, or next meeting, whenever that is. Next week. Next week. And that prior to having the 20/30 vote, that we discussed the review and evaluation process, and decide... make a recommendation on that prior to the 20/30. That we include the information...
- **Mark Keppler:** That's, that's... I think we got it. I think we got it. Okay. We got a second. Do we have a second second? Okay. State your name for the record so we have it.
- **Nayamin Martinez:** Second.
- **Joseph Amador:** Second.
- **Mark Keppler:** Okay, so we're gonna raise our hands and just count off so we know who approves this motion.
- **Vote:** Yes – 22
- **Mark Keppler:** There you go. Exclamation point. Okay, so we're gonna do as suggested, and we can move on. What I would ask you to do... Oh, yes, online... online, two votes there as well. Okay, we're gonna move forward. I... we're gonna have to have that conversation on the... because next week's meeting,

we're gonna... We wanted to get to general allocations, but I get the point. We're going to start first with the 20/30 discussion, and then before that, we're going to talk about the implementation guidelines around a 20/30 measure. So we need to start the conversation online, and get that information maybe to COG staff, and maybe COG staff can summarize what you're hearing from the steering committee, and then send it back out, so when we meet next week we're all kind of educated, we all kind of have an idea, and I can figure out, probably poorly, on how to do a vote on that. But I'll do my best, okay? So you, you guys are just giving yourself homework, congratulations. Start using those, that brainpower and come up with ideas.

5. Roads – City of Fresno & Fresno County

Introduction

- **Mark Keppler:** Let's move on, because we're running a little behind here, to, briefing on roads. So we're gonna start with, I don't know if the City of Fresno's starting first. Scott, are you up? So we're just... we were talking before about how to maintain the current situation, but one thing we figured we hadn't really talked about is how do we make it more than just maintaining the current situation? So we wanted to get some ideas, some concepts from city staff and county staff, technical experts, about what it would take. So with that, I'll turn it over to Scott.

City of Fresno

- **Scott Mojer:** All right, good afternoon, everyone. Good to be here with you. My name is Scott Mosier, serve as Public Works Director for the City of Fresno, and as Mark introduced the topic, you know, what dollars are available? Where do those go? You know, how are projects selected, and what's Measure C's role, in that? So, let's see, alright. Alright, my clicker is not working here yet. Alright, we can do it... always do it the old-fashioned way, right? Okay, very good. My goal is to be brief here. So, a little bit just about, what is within Public Works, our agency, 350 employees all together, as noted here, an \$89.6 million operating budget, \$412 million in capital. That sounds like a lot. Say, hey, we can fix our whole road problem here, but there's a lot more to the operation in Public Works than just repaving. So, for us, just quickly, that includes street maintenance, traffic signals, street light maintenance, landscape maintenance, traffic operations, transportation planning, our engineering services, and sustainability. Rose, next slide, please. So, a little bit then about those areas. Alright, we'll queue up the next slide here. All right, so what is street maintenance? Of course, everyone thinks first, typically, about repaving, but of course, it's pothole repair, slurry, you know, the preventive maintenance work, Re-striping. You'll see what kind of money we have to spend just on repainting, restriping, pavement markings, emergency storm response, signage, the traffic signals and lighting, street sweeping, and then, of course, concrete repairs. That will vary, by agency a little bit. I think when you hear from the county, you'll hear a lot more about roads, culverts, and things like that. Less, of course, in the rural area, less, concrete, but in an urban environment, repair of curbs, gutters, and sidewalks, is, very... that's another area of backlog for us. Landscape maintenance, and, there's a lot of information, apologies on a small print, but big areas, the urban forest. Of course, is very significant. Tree trimming, removals and care, tree planting, Median

islands, trail maintenance, very significant, including, for us, the San Joaquin River Parkway, through Measure P. And then community facilities districts. One thing I want to note here, those are, special maintenance districts formed, and those are, additional, property taxes, so those are above and beyond standard property tax. Some in this room may live in a neighborhood where they have some type of special assessment. Community facilities districts fund, things from the attractive landscape around the neighborhood to, in the past few years, City of Fresno has done, neighborhood slurry seals funded exclusively by those CFD, special taxes. Why is that? We recognized, due to the amount of deferred maintenance and the lack of, funding sources like the general fund, gas tax, even with Measure C, to take on maintenance of all these new facilities. So, I wanted to emphasize this. What's the City of Fresno doing about that? We give developers a choice. Either form a homeowners association, where, right, they're private streets, they're on their own or annex into the CFD for maintenance that way. So that's a key, key point. Next slide. Also within public works, and, significant for Measure C, traffic and engineering services, things ranging from the transportation planning functions, active transportation program, bike lanes, trails, sidewalk, gap filling, school safety, To traffic operations Work to, install new stop signs or assess, where those are needed, in school areas, setting of speed limits, traffic calming, neighborhood traffic calming programs, our intelligent transportation system to use smart technology to interconnect And of course, to operate the Traffic Operations Center. And we'll definitely have time for questions at the end. Next slide. Thank you, Paul. Also, briefly, just within our area of responsibility, operations, sustainability, energy savings, things like LED conversions, solar projects, and graffiti abatement, 7 day a week response team, to graffiti citywide. Next slide. So, that's an overview. Of course, a big focus here is pavement management. I've noted some points here. I know the steering committee's already heard, presentations and had information from an outside consultant, pavement management update. But it's really assessment, prioritizing the work to make those public dollars go as far as possible. Selecting the right treatment, and, you know, using the limited budgetary resources to really lift the entire system as much as we can. Next slide. Of course, just a refresher on the PCI. We talked about a goal of 70 or higher. That's in the bottom of the good. It's a very good range. A brand new street is 100. When we repave it and do a proper treatment, we get back to 100 as a pavement condition index. 50 to 70 is fair, typically. That means it's ready for milling and repaving. And then, of course, lower down, 25 to 50 being poor.

- **Mark Keppler:** Scott, can I interrupt for just one second? What is the City of Fresno's PCI?
- **Scott Mojer:** So, that's a good question. We have, some new analysis from, the consultant NCE. We're all looking at that together. We had a 2021... you'll see on the, next slide, actually, if we can go to that, Paul. This was our, 2021 assessment, performed by the same firm and, that had our network average at a 60. So our average street in the city of Fresno in fair condition, also known as at risk, so our average street being one that needs to be repaved, Not, not in the good range. So, and then, there's a pie chart there that showed, in that survey. what's the distribution of streets in different categories? Green, in the good range, you know, about... split about a third, fair, and then a third being poor. Didn't include a slide on it, but we also had the firm do a, because this is kind of a classic Fresno discussion, north of Shaw, south of Shaw. We're very, not surprised, but it was very affirming, to note. So, the outside consultant rated that and found north of Shaw, our average was a 59, south of Shaw was a 60. So, that's the asphalt rating. That doesn't mean what the median islands look like, how much

landscaping is there, do they have good shade canopy. What do the buildings look like? That's not what it is, it's what's the pavement like? We have a number of older neighborhoods north of Shaw that have never seen any treatment since they were built in the early 70s. And then Prop 13 happened, and general fund revenues went away. So some of those are actually our worst, as far as the asphalt condition, in the city. But, here's a map on the next slide, if we can go to that. We color-coded that. Of course, we had the consultant do that work back, about 4 years ago, and so, the green being in good condition, and you can see a lot of the green right at the edge of the city, whether we're talking southeast, west of 99, Northeast, northwest Fresno, so the newest ones being new. Blue in that, fair range, 50 to 69. Where were the yellows? That are in poor condition. They're kind of scattered around quite a bit in the Shaw to Herndon area, that's what I mentioned north of Shaw. Shaw to Herndon had a lot of older neighborhoods, no maintenance districts. That are in the yellow, and we have some older neighborhoods that sometimes surprises folks to know, you know, in areas like the Tower District. City of Fresno, we're doing Slurry Seal in the Tower District. Those streets, although old, The pavement is not that old. They had a good, solid foundation such that low-cost preventive maintenance can keep on happening. So, one message I know the consultant has shared before is, you know, good streets cost less to maintain. Next slide. These were the projections that we, received and presented to our Council in early 2022. So what that shows, the red line, the thin line, was the PCI, and we were at a 60. And, based upon the City of Fresno's, average \$12 million investment in actual paving projects a year, what would happen? And in 10 years, the projection was our PCI would drop to 43 with that level of investment. To, just to really tread water, and hold it steady, we are needing to add, over \$30 million a year in investments. And then to actually lift the PCI up to 70, was going to require an extra \$50 million per year, to our 12. So the red, the bar graph shows the amount of deferred maintenance, and what that means is really, what, what is the amount of, kind of, one-time money that would have to be injected to then achieve the goal? How far are we below getting to that PCI goal? So back in 2021, that number was 505 million. This projection assumed kind of a typical 4-5% construction cost increase. Meanwhile, you've heard as a steering committee, and I just want to reaffirm. repaving costs have dramatically increased. In 4 years, we've seen our bids go up over 60% on project costs from the contractors. Next slide. All right, so current funding level. Based upon current prices, our deferred maintenance is now estimated at \$1.2 billion, just on, roads. We have another, on top of that, tree damage, curbs, gutters, sidewalks, is roughly \$300 million, so we're closer to \$1.5 billion. Next slide. I'll quit really quickly. I know Mayor Dyer has mentioned this before, so City of Fresno has opted, our Council has approved a measure, borrowing against, the general fund. We have a, we have an existing bond for other purposes that rolls off in 2029. The Pay More Now bond will take up that debt service kind of capacity and be repaid, over quite a number of years. Gives us a one-time shot of \$100 million, for about 40, 40 to 50 miles of repaving in the city, but that's really just a one-time shot. That's general fund going out 20, 30 years in the future, so that's not something that the city can keep redoing, you know, issuing another bond like that. Next slide. So all told, quick recap funding sources. We're looking at, for asphalt, \$1.2 billion in deferred maintenance. Typical range, depending upon the economy, sales tax, or, you know, revenues. Grants received \$12 to \$20 million in annual funds, if you do the math. Divide one by the other, you see, wow, we're somewhere between 60 to 100 years of deferred maintenance projects, and it'd be nice if streets never degraded or decayed, but they keep going down, and they keep needing more investment. Next slide. So where does the money go? Here's quickly a snapshot. You've heard mention about other sources than Measure C, regional gas tax, Prop 111 special gas tax. Those two are, each 9 cents a gallon On

fuel, and then ABX86. So all told, those 3 funds for City of Fresno, they generate \$17.9 million a year. That'd be wonderful if we could put that all into paving, but what you'll notice on this list, these 3 funding sources actually have zero expenditures in repaving, in straight up, let's go grind off, layer, and let's repave. Well, why? Because there are all the other things that we have to do as an agency, Maintain, you know, traffic signal and streetlight maintenance. It's \$8.5 million of gas tax revenues for our 43,000 street lights and over 500 signals. You can see emergency streets, concrete strike team. Just traffic sign repair and replacements, \$2.2 million a year of revenue, for stop signs, speed limit signs, everything else. Every weekend, numerous, numbers are knocked down. Median island maintenance itself, \$0.9 million. So, we do use some for, grant match. Next slide.

- **Mark Keppler:** You're saying that \$17.9 is paid for from the original gas tax, Prop 111, special... those are all taken care of? So they're off the table, right? They don't address specifically the payment issue, that's Measure C, the way I understand.
- **Scott Mojer:** That's right, and we'll get just a couple more slides. Sb1, gas tax and the increased vehicle license fee registration for Fresno generates \$14.3 million. Okay, now we see some paving in here. \$6.1 million of paving and concrete work. We used \$3.9 million of grant matches. So, this year we're very fortunate. We have about \$15 million of federal paving project grants that, have come in or are now being delivered. Then also matches for things like, traffic and school safety projects. Our councils also utilized \$3.5 million of those funds, for a couple traffic signals and some Hawks, for, pedestrian crossings near schools. Next slide. And finally, Measure C. So, again, Measure C's been a critical resource for us. You can see City of Fresno uses a lot of the traditional gas tax funds to take care of those things you just gotta do. We don't have a choice to not repaint crosswalks or not fill potholes. Measure C, so out of the \$7.3 million revenue this year. You can see a mix of, paving, overlay, slurry seal. Re-striping costs us \$1.5 million to re-stripe our roadways, with paving and other operations. Then pothole program, this plus the other gas tax funds makes up a \$2 million pothole program. The flexible funds, again, those...
- **Mark Keppler:** I'm sorry, I thought I saw, striping on the other slide.
- **Scott Mojer:** You saw, signage. So, traffic sign repair replacement. So Measure C, does fund re-striping, re- and repainting of roadways for that maintenance. On our flexible program, those, again, those dollars are available for paving. But they're also available for any transportation purpose, so capital program and the grant matches for things like traffic signals, for, bike lanes, for intelligent transportation system, our great air quality, traffic synchronization project grants we've obtained. So that's about \$4 million a year of that. Cost us \$2 million a year to operate the 500 traffic signals, maintain signal timing, replace the controllers when they fail, do all that work, and then some work for safety improvements. So, next slide.
- **Mark Keppler:** Scott, we're running a little late, so how many more slides do we have here?
- **Scott Mojer:** This is the last one. So we're challenged on the maintenance side, but I do want to emphasize Measure C does tremendous things, with capital. So, we have \$86 million in the budget. And that's leveraging a lot of projects, so things like, regional project Tier 1 funding, that's, you know, enhancing these roadways like Peach, Cesar Chavez Boulevard, Herndon Avenue. The Trails program, we have \$5.2 million

matching, almost \$20 million of grants for the Midtown Trail grant projects, and \$50 million for the Blackstone-McKinley grade separation. So, a lot of great things happening with Measure C, but there's not as much available there or in other programs for strict repaving, and thus we wind up with a pretty big shortfall And we're falling further and further behind, so...

- **Mark Keppler:** Thank you, Scott. What I think we should do now is we should hear from the county. So we have this... what I'd like to do is... it's on video, right? So you guys can go back and review everything that Scott said, but I also want the county to come up... to come up and talk about what their situations are. That way, at least we have it on record, so you guys can go back and review this at some later date, if you need to. So go ahead.

County of Fresno

- **Mohamed Alimi:** Okay, good afternoon, everybody. Mohamed Alimi, I'm Design Engineer with the Fresno County Public Works Department. So, I'm here to give you a short overview of our transportation system and what our needs are. So As you can see in the slide, you know, Fresno County has more mileage than any county in California. We have over 3,470 miles of roads that spans the whole region from the Sierra foothills, all the way on the west side, to Mendota. So the need varies quite a bit, you know, and our, just like Scott mentioned, our funding has kind of declined over the past few years, but the cost to maintain these road systems has increased significantly. So, the shortfall, to be able to improve the roadway systems, just keeps increasing. And Measure C has been very instrumental in helping us to close that gap. Fresno County, In the unincorporated areas, we only have, like, 177,000 people live. But the connectivity to connect these smaller cities together is there, and our roadways, we have a lot of truck traffic because we're an ag county that destroys these pavements, you know. So, the way the gas tax and measure C allocations are calculated, I'll show you in the slides later on, really does not address this shortfall. So, can we go to the next slide? So, we try to do our best with what we have, and we try to prioritize our projects so that we get the best bang for the buck, if you will. You know, we use a lot of our revenues to leverage with federal funds and state funds, so that we can do more with less. We have actually added a new paving machine. Now we have two paving machines, so we do a lot of day labor work with our own forces. This past year, we've paved 66 miles with our own forces, and our target is to be able to pave at least 100 miles a year with our own forces, because that's the most cost-effective way to Address the deferred maintenance. Next slide. So, this slide shows basically a breakdown of our revenues. As you can see, more than half of our revenue comes from gas tax, from highway user tax, and SB1. As I mentioned, a lot of that goes, toward, basically, local match for our Federally funded projects, but all of our road maintenance and preservation treatments also come from that source. We have Measure C, which is almost 10% of our local total revenues, at \$9 million, but not all of that is used for pavement maintenance. Next slide. So, gas tax, as I mentioned, they have a formula, by the state that uses 75% of allocation is based on population, and 25% is based on roadway mileage, and that's why our share of the gas tax is not as significant as we would like it to be. You know, some smaller communities, you know, as far as road miles, but with large population in Southern California, get significantly more from the state, you know, than we do With the highest mileage in the state. Next slide. Same formula is also used, for Measure C allocation. It's 75% based on population and 25% based on road miles. This really doesn't help us, again, close that gap as business We could. Again, our PCI has increased and improved over the

past few years, but still, there's a lot of roadmaps that really need help, especially in, you know, smaller communities. This slide basically shows, pavement degradation, so as you can see, going, you know, with a brand new pavement with a PCI of 100, down to a PCI of 60. It takes, you know, a good, amount of life, you know, but then the curve really, declines rapidly as far as PCI. So, so going from PCI of 60 down to a PCI of about you know, 30, you know, it takes a very short amount of time. So, the top, the first 40% of the life, or the quality of the pavement, the PCI, you know, it takes, takes almost 75% of the life. So, if the life of the pavement is 20 years, you can see that the first 40% decline in the PCI takes 15 years, but the next, another 40% of the PCI drop takes only, like, 5 years. So, and as far as, you know, the maintenance cost. You know, when you are in the higher PCI, you can really do very small, you know, treatments as far as overlays, and do some preservation treatment, like slurry seals and strip seals at very low cost, but when you get down to the low PCI, then you have to reconstruct the road, which costs 4 or 5 times the amount of an overlay. So the sooner we can really address these maintenance problems, the cheaper it is for us. But again, the funding needs to be available. This shows, basically, the condition of our roads, based on the different classifications. The worst roads that we have are local roads, that has a PCI of about 62, Major roads in the county are in very good condition. We try to... because of the high ADT and larger volume of traffic and higher costs to keep those roads operational, those roads get better attention.

- **Mark Keppler:** The average PCI for the county is what?
- **Mohamed Alimi:** 66. 66. And this slide also shows the PCI based on the different classifications, so you can see the local road is actually 63, and that's the worst condition that we have between the different classifications. Next slide. And this shows the slight increase in our, PCI condition, the average PCI, you know, over the past 5 years, We have really attempted to do more overlays with our day labor forces. We just last year added a new paving machine, and our target to be able, to pave at least 100 miles per year. Right now, we're about 66 miles. And hopefully, that would improve our PCI slightly, but Again, we need more funding. You know, to increase that PCI, average PCI, to about 70, they need about 300 miles of poor condition roads to be paved. This requires about \$600 million investment. That \$600 million, obviously, even if it's given to us in one shot, we won't be able to pave that much roads, 300 miles in one year. It's gonna take time. So, if we spend that money, let's say, in 10 years or 20 years, then the life of even the road that was paved today is finished, so you have to go back to a square one. So, it becomes like a catch-up kind of a game. You constantly have to be able to catch up, but the more we do every year, the sooner we can really help with this deferred maintenance issue.
- **Mark Keppler:** Okay, thank you. So what I'm thinking, and since we're coming up against the clock a little bit, what I'd like to continue with is the presentations now going to public transportation, because I want to get this all on video, frankly, so you guys have a chance to review it. And perhaps, if you have to leave, we can't get to Paul's discussion on what other self-help counties are doing, he can put that on video, and you can also be able to look at that later. And so the question then becomes, well, what about Q&A? I think I've solved that problem. What I'm thinking is you guys are gonna have homework once this thing is uploaded, and maybe we have until... just doing the math here, if we're gonna meet on the 18th, maybe you have all your questions in to COG staff by, the 15th, which is a Monday, end of business Monday, so they have Tuesday to get the answers for you, and they put it together in one Document, and so

here are the questions we heard on roads, here's the questions we had on public transportation, and then get that information out to you, so you have that before the 18th. In addition, COG... I'm giving COG Def a lot of work. I want to add one thing.

- **Paul Herman:** We do have Scott here and Muhammad here. I was not assured that we'll have them next week. I would, like, if there is questions specifically for Scott and Muhammad and the staff that's here today, I can't assure that they'll be here next week, and so I would like to have the opportunity for them to ask questions.
- **Mark Keppler:** All right, up to the committee, we can do what you want. I'm just trying to see if we can save time, because I'm trying to be... I'm trying to hold to the 5:30, which everybody seemed to be concerned about last time. Yes, go ahead.
- **Espi Sandoval:** This is for county. Some of the roads...
- **Mark Keppler:** I'm sorry, do you want to start asking questions? Yes. Okay, so before we get that, there's a question about, do we ask questions, do we just get the presentations done, get them on record, and then ask questions, or do we stop here and ask questions about roads? Because it will delay things, I'm trying to be... unfortunately, I'm the one with the stop clock here. We've got 30 minutes left, and we haven't heard at all from public transportation. So, would it be more helpful to the group We have got, 3 presentations on public transportation, and then one possibly from Paul on comparison with other jurisdictions. And I would also ask, since Paul put them on the spot, for Scott and Mohamed, would you be available to answer questions via email if questions come up specifically with your proposals over the next few days? So that handles that issue. I think we should get this on record, because there's a lot of information here and, I don't know about you, I like to go back and review things a second or a third time to make sure I didn't miss anything, so I'd kind of like to get it on the record, if that's okay with you guys. Is that with your approval? Okay, let's keep going then. So, next up, we're gonna do public transportation. I guess we're gonna... are we starting with the city of Fresno? I guess, yeah... Okay, so who wants to start? It doesn't matter. We have City of Clovis, City of Fresno, and FCTA. Why don't we start with... We'll start with Clovis.
- **Dr. Amber Crowell:** Mark, can I ask a question real quick? Amber, over here. Just to be sure, the Q&A, if we do it, you know, not here, will that still be read into the record the next time we meet?
- **Mark Keppler:** Yes, if you... yes, absolutely.
- **Mandip Johal:** Yes, I'm sorry, another question for you. Yes, go ahead. Are we allowing time for Section 8 also? There's after the presentations, we're talking about what's coming up next. I have questions about September 18.
- **Mark Keppler:** Yes, that's changed a little bit now, given the fact that we're going to have to talk about implementation guidelines on the 20 versus 30 on that date, not just go to discussions on general allocations. Was that your question?
- **Mandip Johal:** I just wanted to know what polling we were supposed to start on September 18th, and where that came from.

- **Mark Keppler:** This has been, a work in progress. We were going to talk about general allocations, I think, last meeting, and that got pushed back. So it's just a work in progress, and I will stress the word, and I actually did this, I thought you might ask a question. The word tentative, underlined, and italicized. This is tentative. So, things may change with the 18th, and one of the things that's mentioned there also is a note that's saying we may have to have another meeting between the 18th and the 9th, because we just got a lot to do. So that was always... that was in the last agenda, too, so you've been notified of that. But let's get this on the record so we know what the information is from the City of Clovis, City of Fresno, and FCTA about public transportation. And then if you have to leave, and we can't get, and we still don't have, Paul's presentation on, comparisons, I'd like to get that on the record, too, so just you can look at it at your leisure. You know, football game commercial, go look at Measure C. I'm sure you do that. So with that, go ahead.

6. Public Transportation: FAX, Clovis Transit, FCRTA

Clovis Transit

- **Amy Hance:** I know I like to mix my Monday night football up with Measure C. Good afternoon, everyone. My name is Amy Hance. I'm the General Services Director for the City of Clovis, and I have the pleasure today to talk to you about Clovis Transit. and what we do in the City of Clovis with Measure C. I do want to let you know at the end of our presentation, my name and phone number is there, along with my Deputy Director, Bethany Berubi. Her phone number is also there. We absolutely welcome any questions. Call us if you have questions. You need a little bit more information, we're happy to provide that to you. I am going to fly through this.
- **Mark Keppler:** Just one question. I think to... I don't know if this is okay, to centralize things, I think the question should go to COG staff. And then COGS staff can contact you and ask for the answer, if that's alright.
- **Amy Hance:** I'm gonna tell you, as a public employee, you can always reach out to me. It's easy to find me. I appreciate you.
- **Mark Keppler:** Well, the reason I'm saying that is some other people on the committee might want to hear that information, and so this way we have one central source where everybody gets the same information. That's why I'm suggesting that.
- **Amy Hance:** That's great. Looking forward to hearing from everyone. Okay, so who are we in Clovis? Clovis Transit's been around since 1979. We're just getting ready to celebrate our 50th anniversary in a couple years. Looking forward to that. Our population... this is a number that's a little bit old, but it's from the last census. We're about 126,000 Growing, our sphere of influence they're almost 40 miles and continuing to grow, and we also provide service into our Tarpey Village neighbor just to the south of us. We offer two styles of public transit, our fixed route, which are the buses you see going around in circles, stopping at bus stops, and then our paratransit service, that's for our community members, for those who have a physical disability that disallows them from riding our regular bus service, we provide curb-to-curb service by reservation for those community members, and our services are free. You can go to the next slide. Oh, thank you. Oh, you already did. Okay, so Clovis Transit gets funding, like most transit

operators, from a potpourri of funding sources. The major part of our funding comes from the Transportation Development Act. This is state funding. Through LTF and STA. Our TDA allocation does require our local match of 55%, And our Measure C funds provide our TDA local match requirements. We also participate in Measure C grant opportunities. Those are typically competitive grants, and through the years, we've received several grants that have helped us either with capital projects or pilot projects. We are a new federal recipient. This is new for Clovis Transit. We were able to avoid, marrying the federal government when it comes to funding. As most of you in this room know, federal dollars are heavy. They're heavy, heavy dollars. And we put it off as long as we can, but with the state mandate for our conversion into zero-emission bus fleet, we really do need those extra dollars to help us get across that finish line. All right, next. There we go. Okay, so operating costs, were fairly simple. You're going to hear a lot more from my colleague, Greg from FAX. His bus system is a little bit more complicated, but we run our fixed route. Right now, we have two fixed routes. And two school runs, that cost us about \$4 million a year. Of that cost, Measure C covers off almost 50% of it. So for us, Measure C is very critical for our operating costs. Our ridership, I'm really pleased to say, is up past where we were in 2014. That doesn't really mean anything to you, but for the transit nerds in the room, that's a really big deal. We're back from COVID, we're more than excited to have our passengers back. And we are getting ready to debut some new routes in 2026 that we are really excited about, and we know will attract more passengers. Our Roundup bus service, this is our paratransit-style service for our disabled community members, costs us a little bit more. It's a curb-to-curb service, it's a shared ride service. But we don't have the ability to have 15 or 20 passengers on the bus at the time like we do our fixed route. So this is a little bit more expensive, almost \$6 million, and our ridership is up at 10,000 people a month. Next, if you would. Okay. Oh, that's small, small print, I apologize for that. But we want to really emphasize what Measure C does for us. Measure C has been a critical funding source for Clovis Transit for many, many years. It supports our operational costs. It allows us to provide our service for free. We hold that near and dear to our heart. That is a way for us to provide transit service to everybody in our community. Just because you don't have \$1.25 in your pocket, we think you should still be able to get on the bus. I want to emphasize, though a free fare system is not for every bus system. We are unusual that we're able to do that. Mostly because of our size, we're able to implement that. Because we're able to do that doesn't mean anything for any of the other transit operators in our region. It just happens to work for our financial model. Our services are... we go well beyond a three-quarter mile requirement. We take our passengers from Clovis all the way into downtown Fresno for medical, for, education, and for work opportunities. We think that's important to get people out of Clovis and into Fresno, and then back home again at the end of the day. We're able to support the communities of Clovis. We take our passengers into Fresno, and we also go into Tarpey. it's hard to believe that we do... we have provided over 2 million rides in the past 10 years. I hadn't seen that statistic before I saw this, so, that's pretty exciting for us. And, Measure C will also support projects, coming down the line for us, and I'm going to talk to you a little bit more about that. Next slide, please. Just some examples of Measure C grants and what we've done

with them. This bus is a zero-emission bus. It was one of two that we put onto the road as a pilot project. We got a lot of information about what it felt like, looked like, cost. to run zero-emission buses for us. These buses are still on the road. We've I like to call them a very spectacular failure. Zero-emission busing is really, really hard, but we have a much better idea of what this is going to look like for our operation coming up in the future, and that was thanks to Measure C. Next slide, please. We've put on some pretty cool technology on our buses. We've got NextBus technology coming up, some intelligent transportation, and if you look at that map, that's a map of our new routes. It's not the best map, but it just shows you that we are going from a loop inefficient model to linear lines that will get passengers Anywhere in our city, in less than 45 minutes with only one transfer, for us, that's a really big deal in Clovis. Next slide, please. This is the, county DSS. That's one of the longest bus stops I've ever seen in my whole life. But we designed that bus stop specifically to be able to accommodate Clovis Transit vehicles, also with FAX vehicles. Both services, go to that stop. That is a hub for services. For the county, and it also is a large employment center, and TOD, through Measure C, paid for that improvement. And of course, that's our brand new, landmark senior center and transit center. TOD also paid for improvements to the trailway, so we Had an idea we would really like people to walk, bike, or pedal, however they want to get there, over to the Senior Center, enjoy activities, and then make their way safely back home. It also helped pay for the bus stop on that project. Next. And, oh, that is the bus shelter. I'm sorry, I got ahead of myself. It looks really cool, it looks like it's from outer space there. But it's our biggest bus stop. we consider it a hub. We're going to be putting some electronics and some things out there for next bus, information that will be really cool for us. Next up? All right, so if we don't have Measure C, what is going to happen? And we've, we've started modeling this to really understand what the impacts might be, and some of the options for our passengers and for our service model may be that we would need to reduce our service hours. We may have to put fares back into place. We may have to reduce our service area and go back to the required 3 quarters of a mile, sort of area that we are required to provide services, and we may have to delay projects due to, local match. We are new to the local match game with the federal dollars, but I will tell you, we are, looking at some significant capital investments in the next 10 years for operating center that we'd like to build, and without the match for Measure C, we're The future's a little unclear for that, particular project that we want to do. This is the last slide, but I do want to let you know what's coming up. I've touched a little bit on our new routes. Those will be debuting in 2026. We're currently undergoing replacement of our solar lights. They've just ended their useful life, so we're putting in brand new bright solar lighting at our bus stops, and also expanding our solar lights into bus stops that don't currently have light. I mentioned our next bus technology. We're looking also to implement a kiosk at one of our major bus stops that you saw a picture of. Just very much like if you're riding light rail, it would display when your next bus is coming. All of our routes go through our landmark property. So that's a hub for us, and that will help our passengers know when they're going to be able to get on their bus. And then...

- **Mark Keppler:** Just for clarification, people may not know, not from Clovis, that's downtown Clovis, that's where the transit center is, and the Senior Center, and the new library's coming.
- **Amy Hance:** That's right, it's at Clovis and 3rd, come see us anytime. And you're right, the new library's getting ready to be built there, too, so we're really excited about what's happening in Old Town. I do want to talk specifically about our capital investments over the next 10 years. Public transit in the state of California is under a mandate, it's called the Innovative Clean Transit Rule, and this requires all public transit operators to convert their fleets to zero-emission buses. For us, we think that model will look like a combination between battery electric and hydrogen fuel cell. This means that the buses that we currently purchase, for between \$200,000 and \$400,000 will be 3 times that amount. So, the buses that provide zero emission are about \$1.2 to \$1.4 million. In addition, we're looking at having to build a new transit operations center. That will support all the infrastructure that will be needed to have battery electric charging, hydrogen fuel cell store... hydrogen storage. potentially production at But we will be happy to give you any information. And thank you very much for your time. now my colleague, Greg Barfield from the City of Fresno FAX.

Fresno FAX

- **Greg Barfield:** Hey, I was trying to be right here when you finished up, so we would be on time. Hi, Gregory Barfield, I am the Director of Transportation, for the City of Fresno and Fresno Area Express. So proud to be here. Mine's a little bit more condensed, because some of you heard from my colleague, and partner in crime, Joe Vargas earlier, and so I will refer to the May 6th slide deck. That is also on the website, to use that has a lot of the who, what, when, where, why, and who we are. I want to focus on... let's go to slide 2, Paul. We're gonna focus on about 3 slides here, and try to get you out of here. Our operating budget, although it's difficult to see up there, is, \$232 million, this year. Most of that is capital, \$136 million. But let me just tell you why Measure C is so important. When the federal government gives us \$1, they really give us 80 cents, and we have to match that with local funds, and that's what we do with... and how we use Measure C. And again, as Amy pointed out, there's also some match in some Fresno, folks downtown, and those in the center of the community to the DSS Center and back. Just to increase those frequencies, down, by adding extra equipment would be \$689,009. This also, one of the considerations we have to factor in is, do we need to buy additional equipment? And do we need to buy or have more staff? And we'll go to the next slide, because I'm really gonna get into that consideration. Now, coverage. 110 square miles in the city of Fresno. As you can see from our route map, we do not cover the entire city. But yet, our city has needs, and our residents have needs. Last year, we carried 10.3 million passengers. And they're telling us where they need to go. So this year, in August, we added a Church Avenue Crosstown route. So it goes from Edison High School. West Fresno, campus, for Fresno City College. It connects, an additional 18 other schools along that route and circles around and, ends at the new Sanger West Campus, which is in the city of Fresno. Okay? And as well as the new middle school, John F. Kennedy. That route alone, just the impact of that route can serve, within a half-

mile radius on Eastside, 43,854 residents. And 7,900 plus jobs are created in that one little quarter. And so that's why we understood that it was important to be able to move students and, folks trying to get to work to where they needed to go by doing this crosstown Church Avenue route. It is our 19th route that we have established, and we think that in the long run, this is going to be a big benefit, and I can't wait for the next few days to see the first numbers coming out of that. But with that route, we had to add 8 new drivers and purchase 3 new buses. Okay? And so, the net operating for that is \$1.3 million. Now, I talk about coverage versus frequency. It's not an either-or. You need both. You need both in this community, because as this community continues to grow. The needs of where people need to go are going to grow. Right? Our riders who are dependent on transit. Look at the height of COVID, A 40-foot bus carried 10 people at a time, and yet we still carried 5 million passengers. In COVID! 5 million folks rode the bus. With a capacity of 10 people plus the bus driver. So this is a transit-dependent community. And we have to be responsible for looking at increasing the frequency, to speed things up to get them there at the peak times they need to be there, or to return them back to where they need to go, or to connect them between the two sides. But we also need to think about coverage. And the two areas, as you see from this map, the two areas that are missing coverage, Southeast Fresno, around that Sanger Unified complex, again, it's in the city of Fresno, and west of 99. And we have worked very hard with Public Works on the west of 99 side, because we can't run a 40-foot bus right now up and down Polk Avenue until it's expanded to its widest width. And so we have worked together to get, grant coverage for that. Some of that is matched by Measure C. I'm gonna leave it at that, because the last, slide really kind of just tells you what we would do in the future. We're gonna keep doing what we're doing. Based on what the community asked us to do. And the very final slide, it's got my contact information, and feel free to call anytime, for a ride. All right. Now, the great Moses Stites, with Fresno County Rural Transit, steps to the podium. Your turn, Moses.

Fresno County Rural Transit Agency

- **Moses Stites:** What an intro. Moses Stites, General Manager, Fresno County Rural Transit Agency. And I apologize, the map is a little small, so hopefully you have your glasses on. I'm going to give you just a brief overview of the overall FCRTA, and just to give you an idea of the services that we operate. For some of you who are not familiar with the FCRTA. We cover approximately 6,000 square miles. We have 8 fixed routes. The fixed routes are mainly between the inner-city connections. Primarily from the city of Coalinga into Fresno, Firebaugh into Fresno, with all the cities in between Orange Cove, thank you, Larry. If you want to get up and look at the map a little closer, I think it'll give you a good idea of our service area. Orange Cove into Fresno, which covers the entire northeast area. And then we have the south-east corridor from Kingsburg into Fresno with various stops. And we also have, three college routes, one, that serves the Huron to Coalinga College, and also two routes that serve specifically the Reedley College. Those are inner-city routes And I really want to highlight those, because without Measure C, we would not be able to operate those routes along with the rest of these other routes. Again, we cover 8 fixed routes, we cover the 13 incorporated cities, excuse me,

excluding the city of Fresno and Clovis, although we do traverse in and out of the city of Clovis and Fresno, and those 13 cities incorporate anywhere from 1 to 4 demand response vehicles. And that's the difference between the fixed route operations, which have the fixed stops, and they're also on schedule, and the demand response are real-time dispatching, meaning you can call in from any of the cities on an 800 number and request your ride. And the rides are typically delivered within 15 to 20 minutes within any of those cities, and believe me, we get complaints when the rides are 20, 30 minutes late. People focus on those rides for various needs. We traverse 2,800 to 3,000 miles per day, and we have a spare ratio of 5 to 1 buses. The standard spare ratio for the FTA that allows is really 25%. We have 27 vehicles in operation for the routes. 25% of 27 is what? 5, 6 vehicles? How are you going to deliver services in the 13 cities with 4 vehicles in those cities and 8 inner-city routes, and look at the locations? Coalinga, 64 miles one way. Orange Cove, 42, Fireball, 42. Kingsburg, 24, 26 miles. So we outstation a lot of our buses. The majority of them at these municipal yards, so we have a partnership with the cities as well. Our annual, budget is \$16 million per year, and we get approximately, Measure C has gone up, you've heard from my counterparts. We're up at \$4 million a year now, which is about 25% of our budget. As Greg indicated earlier, our Primary passengers are dependent, transit dependent. They're not choice riders. It's not like large urbanized areas where you have a choice of your passenger car, or getting on a fixed route, and frequency and coverage, as Greg alluded to very well, so did Amy. And ours are a little different because of the time factor. If we could conquer the distance with time and expediency, that would be a miracle, but we can't. That Coalinga route coming in from the Coalinga into Fresno has 17 stops. We get complaints weekly on the duration of that route. Sometimes 2 hours. Why? which stop do you want me to eliminate? The Riverdale stop? The Carruthers route? Our stop? Raisin City? How about Easton? Let's eliminate Easton. We can't do that. We try to serve everybody. And then when you have a wheelchair passenger who needs to be board, it takes extra time. Sometimes 15-20 minutes. The bus has to be deployed. The ramp has to be brought up. The individual has to be secured in a position so that there's tie-downs for the wheelchair and the individual passenger. All of these things are operational. They may not seem important, but they are from a safety standpoint, because we're all regulated by the California Highway Patrol Motor Carrier Division. And our buses have to be safe, and they have to be inspected 30 and 45 days at a time. What you have here is a list of the different type of services that we currently provide with Measure C, and also some previous services that we've done in the past. We also provide no fares for the seniors, the disabled, and veterans in all the intra-city routes. That's within all the in-city routes. So, if you're a senior, you can go into the bus, you're not going to pay a fare. The fares are fairly reasonable anyway. 35 cents, 50 cents... what can you buy for 35 and 50 cents these days? Not very much. The inner-city fares are also reasonable. One-way fare from Firebaugh into Fresno? \$9.25. Coalinga into Fresno? \$11. you can't get very much service for that in a non-public entity. So we're able to achieve all of these things that we're able to do with the assistance of Measure C, along with matching our other dollars. The beauty of Measure C is that we are able to match other funding sources which are required. Our federal assistance, 5311, operating assistance, if we didn't have

a local match of 45%, we would not be able to land another 3, 4 million dollars a year, because they require a local match. Measure C is our only local match. We're dependent on it, just as our transit-dependent operators. Next slide, please. The aspirational future in operational projects for Measure C, we're looking at expanded hours of service. We've heard the public, we've heard you, the steering committee, the facilitation committee. We do want expanded hours of service, evening and weekend services, because we don't provide evening and weekend services. We do provide some weekend services to a minority of our routes, meaning a few percentage, and we want to increase the frequency of some of these fixed route services. Rather than having that Coalinga route come in an AM inbound from Coalinga and a 4.30 p.m. outbound. We might be able to have a couple of express routes during that time. We've heard those complaints as well. They're noted. But again, because of our limited budget, we do what we can for the type of services that are required and needed in some of these cities. We also want to add a script program along with a microtransit in the rural areas. Next slide, please. These are really key, important capital projects, and I know some of you have heard, and I know a couple of individuals that I saw that came out to our ribbon cutting in Selma for the maintenance facility. Larry and Scott were out there. And we designed this facility, and you heard Amy Hance from Clovis talk about it, and I'm sure Greg has... they have something in the works as well. is we designed this facility so that it could be solar, it could have charging and battery energy management system. We have to accommodate this transition mandated by the state for zero-emission vehicles, so you have to have that infrastructure. And that is a possibility, but it takes a long time planning. We used \$10 million of Measure C to fund a \$20 million facility in the city of Selma. Without Measure C, that facility would not have been able to be there. And someday, I hope you have the opportunity to come and visit. You can always talk to Larry and Scott, they were there at the ribbon cutting, and we welcome you. Another aspect of what we want to do in the future, and we're currently doing it. That, photo in the upper right-hand corner is an affordable housing project in Sanger that we teamed up with the City of Sanger and also a private developer so that we were able to put in This battery energy management system, which stores 373 kilowatt hours, along with a solar and one charger, and we're going to put in a microtransit, a component there so that the residents have a car on site, electric vehicle, charging, and we were able to do this with the help of Measure C, along with a private developer, and also the city of Sanger, and we have two other projects, one in Coalinga, and we're currently working on three others. One in Huron. and one in Fowler. And, ironically, with the permission of the City of Fresno and talking with Greg, we were able to work with self-help at a location in Jensen and Walnut. Doing a route deviation with our Westside Transit from Mendota to traverse into Jensen and Walnut to pick up passengers at that self-help, development. So, the collaboration is there among all entities, all public entities and also private development. Next slide, please. So, these are the type of vehicles that we have. The one in the upper left-hand corner is a, I won't mention the name, it's a P word, and it's a 40-foot bus. It's one of those that Amy referred to as one of our successful failures in the bus industry because of modern technology and it changing so fast. The center one is a Chevy Bolt. And then the bottom one is the BYD, Build Your Dream Buses. So these are

the type of transitional zero-emission vehicles that we're transitioning to, so that we can provide greenhouse gas reductions, do our part, and also lessen the vehicle miles traveled with these efficient vehicles to serve our passengers in the rural areas which are all transit-dependent, and primarily live in disadvantaged communities. Thank you very much.

- **Mark Keppler:** Thanks, Moses. I'm really paying attention to the time, probably more than maybe even you are. We're 4 minutes over. I want to do just a few things very briefly. Here's a timeline I think we can work with. I've asked staff if they would put up these presentations and the PowerPoint slides that go with them by tomorrow. Then we would give you the weekend To take a look at them by Monday at 5 o'clock, submit any questions you have on any of these presentations to COG. They will then send it out, and I will send a personal note to the City of Clovis, City of Fresno folks, saying, please, when COGS asks you these questions, answer them ASAP, so COG staff can do a cut and paste, and we'll have one document with all the questions and all the answers on it that you can review. By Tuesday. And then, I'm sorry, COG will get that information at end of business Monday. They'll have all the questions By end of business Tuesday, they will have asked the various staffs what the answers are. By Wednesday, you'll have the answers, and then we Actually, does that work? We're meeting the... is that Wednesday? Is that Thursday? On Thursday, you have one day to take a look at that sheet. In addition, the other thing you have to do, if we're trying to stay on a timeline here. Anyway, if we're staying on a timeline here, which is a little aggressive, is you talked about the 20 versus 30 and the implementation guidelines. So the other thing I have to ask you to do, which will be a separate document that Cog will do a cut and paste with, I suppose, or actually. We'll take that back to the facilitation team and see if we can help answer some of those questions, but we'd like your questions or suggestions or ideas on the implementation guidelines around, let's say, a 30-year measure. What do you think you need to feel comfortable to approve that? So we're asking you to do that, and if you could do that. Yeah. By Monday. We need some of that so we can then process that and get something back to you. One of the things I'm very concerned about is that if we get stuck in the mud here on the implementation guidelines over 2030, we don't get to anything. We have to somehow get the broad strokes of what is going to be successful on the implementation guidelines without getting mired into the, you know, with a comma here kind of thing. We've got to get the general idea down so people feel comfortable if they decide to go 4:30. But we can't address everything. If we try to get this thing soup to nuts on the implementation guidelines, we're just gonna... it'll just crawl to a stop here. And we have to move on. We gotta know what we're dealing with, 20 versus 30, so we know what money we're dealing with for the general allocations. So what I would ask you to do is please give your suggestions on how we can make folks feel comfortable about the measure, that you feel comfortable about how it's being re-evaluated, but in more general, broader strokes than... actually, besides, I want 6 people on the committee, and they're going to be one person from the same... that's too much, okay? Just give us the broad strokes that's going to make you feel comfortable. Whether, hey, it's a 30-year measure, it needs to be reviewed every 10 years. Whatever it is. And so we can put that together, and what I ask you to move this

process forward again, is don't get stuck on the super minute details of that. Let's get the broad strokes so people feel comfortable, whether it's a 20 or 30, they feel comfortable with that. Okay? With that. Yes, that... email that to COGS staff, and then... you can... you know what? Email that to me. COGS staff's got enough on their plate. Email those suggestions to me, I will... I guess my wife and I are going to be working on some things this weekend. Anyway, just email it to me, we'll take care of it. The last thing I want to do, and Paul suggested this, I was going to have Paul put on tape the comparisons between other self-help counties, and he says, Mark, you know what, I'll... let's hold that off, and let's, while we have some very important people here, Scott and Mohammed, who... they say they're gonna get back to us, but maybe they're not... they're gonna be a little busy. We have them here now. If you want to hang around and ask some questions of them, we can also put that on video that you can look at later. I know some of you have to leave at 5:30, and it's 5:30. I got 5:38, so I'm going with my computer. So, you can leave if you want, but if you want to stay around and ask some questions, it might expedite things in terms of the Q&A going to the road folks, and we can get it on video, so you don't have to ask the same question. So, with that, those of you who leave. Thank you for being here. I'm gonna open it up now to anybody who wants to stick around and ask questions of the road folks, and Amber Go ahead.

- **Dr. Amber Crowell:** I actually just wanted to make a note, as folks are leaving, that the CVHPI folks left a response about the... their data collection on the table back there.
- **Mark Keppler:** Okay, thank you very much. And is that going to be posted as well? Is there a... Is COG staff planning to post that as well? the Central Valley Health Policy Institute Could you send it... could you send it to COG staff so they could then what's fine. I know it's hard copy, but some people might want to access it, some people might want to access it. It shouldn't be very hard, it's in the PDF document. Well, whoever has it, can we contact her? Someone contact her, just send us a PDF document?
- **Dr. Amber Crowell:** I'm guessing that's Dr. Werner, and so you... Dr. Pacheco Werner, you'd have to ask her.
- **Mark Keppler:** Fine, yeah. We'll get it posted, because we want the information out there, but I would appreciate... one second... I would appreciate your indulgence here. I know you guys are volunteering your time, and I greatly appreciate it, but COGS staff. It seems to be really overworked. I'm with them here at night, sometimes 7, 8 o'clock at night, working, so please be helpful, so to the extent you can just send them a PDF, just send them
- **Lee Delap:** future meeting dates?
- **Mark Keppler:** Right now is September 18th, October 9th, and October 16th, but I will say the way things are going, plan on doing other meetings between the September 18th and October 9th. To get through this, we're just gonna have to, so we'll I was gonna say we're gonna drive off that bridge when we get to it, that probably wouldn't be a good joke. We'll get to that, okay? So, with that, those of you that can stay, please do. We'll ask the street folks, the road folks, to answer any questions that you have, so we don't have to have duplication. So, if you got questions... now, Veronica, did you have your hand raised?

- **Veronica Garibay:** I did, but Dr. Crowell, announced it. It was just, there's a blog post today questioning the T4All data collection and questioning CVHPIs and Dr. Pacheco-Werner's methodology in specific, and so Dr. Pacheco-Werner issued a response on inaccuracies, around the methodology on that blog post, so that's what she posted down there. And then my second question was going to be whether the comparative, measure presentation was going to be shared online, emailed to the committee, or...
- **Mark Keppler:** We're gonna do that next time. Okay. We'll do the comparison next time. Anybody else? Okay, those of you that have to leave, feel free. Those of you that can stay, if you've got questions for the roads folks, for the city and the county, here's your chance to pepper them with questions. And I apologize to Mohammed and Scott for having to stick around a little longer.

8. Final Q&A and Adjournment

- **Lino Mendes:** So, I got clarification from Moses on our last conversation the meeting before last, and then clarification on. So, we hear these numbers, we get these big, fantastic numbers. We have 15,000 passengers per month, we have, you know, X million passengers a year. And I got clarification on the rural routes. it is actually one-way trips. Is that the same definition for the Fresno Facts and the Clovis whatever, transportation board.
- **Moses Stites:** That's a good question. We measure our trips individually, and so what we do is just a standard industry. We divide it by 2 to get round trips. So, for example, we have 800 trips per day on the 27 routes, technically, it's 400 round trips, okay? there's maybe a small percentage that are single trips, but we do them individually because there's a Transportation Development Act which is run by the state, Caltrans, which monitors the cost per trip, cost per mile, not round trip. Everything is individualized, and then hourly breakdowns. So that's just a measuring tool, but it's a good point, and I should have clarified it. So you divide it by 2 for the trips, and that gives you the round trips.
- **Mark Keppler:** And my understanding, that's the way Fresno does it as well.
- **Lino Mendes:** So, when the 15,000 passengers... what's one of the numbers, I don't remember if it's Fresno or Clovis. It could be only so many passengers, but that many trips are actually divided in two, so it's 750 trips, or 7,500 trips, with... The same person, could be potentially the same person doing that whole thing. They count it per trip, one trip, okay. So when we hear these numbers, like these 10 million, or I don't say 10 million, but it's like 1.7 million customers a year and stuff like that.
- **Mark Keppler:** There might also be people that are just going one direction, maybe someone else is giving a ride someplace else, so you've got to count it by one way, right?
- **Moses Stites:** To add to your point, it gives for a good accounting, because then it's an individual trip that's being measured, because not all of them are round trips, so you... they're all individual trips, or cost per hour, cost per mile. And, and so forth.
- **Lino Mendes:** So maybe I think the clarity should be, like, 15,000 trips a month. That way... As opposed to riders. Okay, that's why I wanted to clarify, because that was the

same thing. like, you and I talked about the same thing coming from Clovis and Fresno, also.

- **Moses Stites:** Correct, and that's our oversight, because we're in the industry, so that's just kind of nomenclature for us, but yeah, our apologies on that.
- **Marianne Kast:** Can I ask a question about county roads? Yeah. My question is You went over that, portion quickly, but it seemed, you seem to imply that state funding is based on population rather than on traffic. And that was a disadvantage in the unincorporated areas where there are a few residents, but a lot of trucks. Is there any compensation there for the truck traffic, or the
- **Mohammad Alimi:** No, there is no compensation for truck traffic. The formula is calculated based on 75% for population, 25% on road miles, not traffic. So, if we got 3,400 miles of road they look at that based... what percentage of total California road miles that contains, you see? So, so, they look at we get something like 3% of the total gas tax for Fresno. But our roadmile is way more than 3%.
- **Nayamin Martinez:** Is that formula, like, state mandated, or who determines that 75 versus 25?
- **Mohammad Alimi:** That is a state-mandated. They calculate it, but... No, they're talking about gas tax. But, yeah, that's the state for gas tax, but for Measure C, it's basically you guys determine what that formula should be.
- **Nayamin Martinez:** Hopefully, because definitely that puts totally the unincorporated communities, even though there are only less than 180,000 you mentioned, but they have to travel the most, and they have the least. And I have another question. When you describe the criteria on how you select the roads that you repair, there was one bullet that says complaints. Can you say more? So, if You get more complaints from certain under served community, then you fix that role versus the other ones? I didn't understand.
- **Mohammad Alimi:** No, it's based on... well, it did say complaint, but our outreach, and if, let's say, one of our supervisors gets a lot of complaints from their constituents. They bring it to our attention, we go evaluate what the situation is. If it needs some immediate attention, then we try to address that situation.
- **Nayamin Martinez:** Interesting. I will let, you know, the residents know they just have to bombard their supervisors with questions.
- **Mohammad Alimi:** Well, I mean, that doesn't always work, you know, because...
- **Nayamin Martinez:** Well, you just said that
- **Mohammad Alimi:** well, we have to see whether it's a valid point, you know.
- **Nayamin Martinez:** And I have another question. You mentioned about, you know roads where now there's gonna be... it's already more traffic of heavy-duty trucks, but also it's gonna be increased. For example, in the western side of Fresno County, the county is approving mega-projects that are bringing hundreds of additional diesel trucks to these communities, where the roads are already bad. Imagine that tear that is going to happen in those roads. And we have been hearing that, oh, because these mega-projects are gonna be giving a lot of tax dollars to the county, that the county, it's expected, the company thinks it's expected that they, that the county's gonna use that money to fix those roads that are already bad. Is that a good estimate from this company? Is there a

mechanism of tying some of the dollars that these companies are paying for taxes into really repairing the roads that they are, you know, destroying?

- **Mohammad Alimi:** Yes, if there are large projects that impact county roads. The way we look at it if they generate significant amount of traffic that degrades the road, they have to pay a mitigation fee, a pavement mitigation fee, that goes toward the repair of that specific road. So we don't put all those mitigation fees in one pot and try to expend it in different locations. So it goes toward that specific road that's being impacted.
- **Mark Keppler:** The other thing, just to follow up on what you're saying, you know, even if you're saying a supervisor gets a lot of complaints and they then act on it there's a constraint here. The constraint here, you're supposed to address the worst roads first, so I would assume the county, when they get different supervisors asking for work, that's going to be a criterion that they're going to consider, if not, that's the determinative criteria, right?
- **Nayamin Martinez:** That's fine.
- **Mohammad Alimi:** Yeah, that's right. You know, and we try to address the needs. We realize some of the communities, You know, not that they have been forgotten, but the need is significant. You know, if you want to put, for instance, sidewalk, well, you need to have some curb and gutter to address the drainage. You can't just go put... build concrete sidewalk. So, and if you want to put a curb and gutter, where are you going to drain that? If there is no, really, basin to collect that runoff, then we have to build a basin for it. So, the issue is cumulative, it just adds up, and the fundings are not going to address a lot of the community development deficiencies, you know.
- **Nayamin Martinez:** Just my last question, I promise. So you are saying that this mitigation fee is something that they pay on top of the taxes they would normally pay?
- **Mohammad Alimi:** Yes, that's right.
- **Nayamin Martinez:** Thank you.
- **Espi Sandoval:** I have a question for you on... can I for the county? City did a good job with color-coding their streets. Do you have a... I don't know if you had the map, maybe I missed it. Is there a map for the county that shows, like, the red or the green, you know, where the best roads are at?
- **Mohammad Alimi:** Yeah, yeah, we have a map, maybe I can email it.
- **Mark Keppler:** That would be helpful, again, we'll get it out to the committee, similar to the map from Scott Mojer. The map should show each street on the pavement index, where they fall in great, good, fair, etc. Was it the street or areas?
- **Espi Sandoval:** No, for the county, like, I'll give you an example. How does, how does western Fresno County compare to eastern Fresno County, as far as roads...
- **Mohammad Alimi:** As far as pavement condition, Yeah, we can, we can't generate that.
- **Espi Sandoval:** Yeah. similar to that.
- **Gail Miller:** I just have a quick comment. Typically when you have major developments like you're talking about, there should be an environmental document. so all that information on what that developer is, mandated by law, that's a legal binding document, should be in there. Not that any of these residents read those things, I mean, people don't. Well, that, that should never be an issue. Having worked for the state, that, if it's a state facility... Yeah, those type of projects... It should never be an issue.

- **Mohammad Alimi:** Those type of projects require a traffic impact study. And the impact study determines what roles or If a bridge or an intersection, requires any kind of improvement. And then we calculate a share for those improvements that the development has to pay toward.
- **Veronica Garibay:** So, one question for the county. Can you confirm that all streets in existing disadvantaged, unincorporated communities are part of the maintained road system of the county?
- **Mohammad Alimi:** They should be, yes.
- **Veronica Garibay:** Can you... how do I confirm whether they... I just remember this came up as an issue last time, where some streets and some unincorporated communities were not considered part of the maintained road system, and therefore not eligible for Measure C investment. So, could... how do I confirm, or how... could you send us an a map, or...
- **Larry Westerland:** Well, so, like, lost... there's a, lost city north of Kerman that I think is connected by a non-maintained county road, which means that it's not eligible for Measure C, if I recall correctly.
- **Erin Haagenon:** Madera county did something in their measure where they added non-county maintained roads to be eligible for their tax measure. So that is something you could do, because it's true, if it's not part of county-maintained mileage, we cannot use gas tax on it.
- **Mark Keppler:** Would that be... would that be a private... I'm sorry, would that be a private road?
- **Erin Haagenon:** No, no, I'm just talking about public roads. There are public roads, they're public right-of-way, but they're not part of the county-maintained mileage. We haven't added roads to the county maintained mileage in a long time. And, but you, in this tax measure, could say, we want some of this sales tax money to go towards those roads. Madera County wrote it into their measure, so...
- **Larry Westerland:** Is there a way that you determine that criteria, that it's not just strictly a private driveway, but that it's a used by the public, just not maintained and designated such as the county. Because I think that'd be good to add to the measure if there was the proper trigger. I wouldn't want to be using Measure C dollars to pave somebody's driveway.
- **Mohammad Alimi:** We have county service areas that are not part of our county-maintained road systems. Those, usually, the homeowners in that community, they have to pay to maintain their roadways. As far as not county-maintained public roadways, I have to check with our maintenance folks to get a list of those. Don't know off the top.
- **Veronica Garibay:** Yeah, it would be really great if we could get either a map of the current, so that we could get a sense of which roads... I agree that the Measure C shouldn't be for private driveways, or anything like that, but I do remember this coming up as an issue last time. And just down the street, there's, like, one unincorporated fringe community right outside the city of Fresno that wouldn't qualify then, and they have a terrible... It's just dirt, so...

- **Mark Keppler:** Can I ask a question? I don't know the answer, I'm just asking the question. Can you legally use Measure C funds for something that's not in the Fresno... how does that work?
- **Veronica Garibay:** We're choosing to tax ourselves, we can choose to write anything we want.
- **Mark Keppler:** Well, do you know, just... I don't know the answer to that question, I'm just wondering, can you do that? Is that legal? Can you... can you take the money?
- **Mohammad Alimi:** I guess, yes, if Measure C allows spending money on not-county-maintained roadways. But again, I need to know the extent of those mileage. I don't know how many miles we're talking about. if he's going to add another thousand miles to our main...
- **Nayamin Martinez:** So, doing that, having that area, what is that area right now, it would be helpful.
- **Mark Keppler:** Oh, Erin, could you hold one second for... you also want to introduce yourself. By the way, these are all very good questions for the implementation guidelines, too. One of the things I worry about is sometimes we get a little bit in the weeds, and then it's... so just think about that, if that's an important issue. It can be addressed, but again, I'm sorry, Erin, introduce yourself.
- **Erin Haagenson:** Erin Haagenson, with Fresno County, Public Works and Planning. So, just really quick, it doesn't mean we would add to our maintained mileage. But I don't know the exact language, but I recently had a presentation from Madera County Transportation Commission, and they said we... they wrote, road maintenance districts into their measure, so that's something you could do. I don't have the language, but I'm sure it's available, so that's Yeah.
- **Veronica Garibay:** So, two requests. One, if we could get a map of the current maintained road system, that would be helpful, to just see what is currently in the current definition. And then second, if at a minimum, you could cross-reference your, 244 inventory of disadvantaged unincorporated communities, and assess whether those streets, and those communities in particular are within your maintained road system. That would be helpful. Thank you.
- **Mohammad Alimi:** I mean, I can provide what our maintained road system is, but anything that's not part of our roadway system and exists. I don't know if we have that data, to be honest. We have to check with our maintenance.
- **Erin Haagenson:** We have some of it, it's not all mapped, but we do have some of it, but I can't promise we have all of it.
- **Espi Sandoval:** Can I ask a quick question? I'm a... My community is... Fresno County, it's unincorporated, where I raised my kids. It's on Butean Central. Central Avenue, and I've been talking to supervisors for years about... and I hear the same answer, you know, what you guys are talking about, you know, they're not part of the plan, you know? But... Are you guys familiar with some of those, rows or communities out in the... in the county? Like, Butte Avenue and Central? Is the county aware of the roads, or what's the issue with Central Avenue and some of the other... because we're all... we're paying taxes. And my concern is, is anybody paying attention? Because I know our... my supervisor's not. You know what I mean? Personally.

- **Mohammad Alimi:** Well, again, we have a payment management system that prioritizes our road condition, and based on, basically, how much available funding we have, we try to address the one that has the highest need first, and prioritize, but again, I need to know the specific road that you're talking about, whether it's part of our maintained mileage system or not, because if it's outside that maintained mileage system, unfortunately, we don't have any funding.
- **Espi Sandoval:** Yeah, so... but, I mean... No, no, it's just, you know, I understand that, but I'm looking to see if we can change some of those things, because...
- **Mohammad Alimi:** Well, again, if there's dedicated funding probably from Measure C that can help in those areas, maybe that's something we can do.
- **Espi Sandoval:** But, you know what, some of us are just trying to make people aware. If you guys are not even aware of that, then who's aware, you know what I mean? Because, we're basically forgotten out there, and... It seems like if I'm complaining, I'm not complaining. I've gone through Collegian, the last... the Larson, Pacheco. And everybody gives the same answer, you understand? So, I personally had to fix Central Avenue to get kids from my community to Fresno... to Kerman Unified, because buses chose not to go in. So I put my own money, and some of us collected to fix roads. We tried it with the county, but see, that's... like I tell you, there's a lot of money going into the schools, you know, the county, we're paying taxes, so I'm just trying to create an awareness.
- **Erin Haagenon:** Your property taxes don't go into the roads.
- **Espi Sandoval:** I understand that. I want... to me, it's just... Create an awareness of what's happening in those communities.
- **Mark Keppler:** You clearly have, and I think other people, frankly, from T4All, are making people very aware of these issues. But remember all of us are constrained by reasonableness. Rome wasn't built in a day. I know there are frustrations out there on every side, but everybody's gonna have to compromise, and you have to look at this as a county-wide measure. There are people that want to focus on North Fresno. There are people that want to focus on this. There's a lot of different, different groups here, and no one is going to get exactly what they want. No one. And so please consider that. This is a compromise consensus proposal. And so I understand, and forceful advocates, that's great, but at the end of the day, we have to come up with an allocation that is going to have to pass the COG Policy Board is going to have to pass the county, you know, there's a lot of groups that we have to pass it by, so I would just ask you to just think about those other things, then just... don't let the perfect be the enemy of the game.
- **Espi Sandoval:** I'm aware of that, you know? Okay, okay, I just... Because we always hear it, I mean, you know, with this measure, you know, people from the North Fresno want something, Clovis, we heard the presentation already. They need the funds by Measure C, or else...
- **Larry Westerland:** So... So, can I ask a question? So, I have a question, Mr. Muhammad, thank you very much. So, does the county do a PCI survey, of all of the county-maintained roads?
- **Mohammad Alimi:** Yes, but again...

- **Larry Westerland:** And when was the last time you did one? How often do you do them?
- **Mohammad Alimi:** Yes, we are doing it. We are continuously doing that. And we have a software called Street Saver that collects the data and analyzes it, and they do inspection of county roads. We have a staff that does it continuously throughout the year.
- **Larry Westerland:** Okay, so you're not hiring a contractor to do it. You guys do it yourself, and it's the photographs of the The pavement? Asphalt? Okay, alright, Then, the other point that I just wanted to make, and whether we add some of the roads that are not county contained, but they go to a population center, I mean, I just want to make the point that it's... We're currently taking a teaspoon of peanut butter and trying to spread it across the entire loaf. Be careful to try to spread it across two loaves, and then call it a peanut butter sandwich, because there's no peanut butter in any of it. So anyway, thank you.
- **Mark Keppler:** We're at, almost, what, 6:05? We kept people over about 35 minutes. I don't want to hold people too much longer, so maybe just one or two more questions, and then we have to cut it off, so anybody have any other questions they want to ask the road folks while they're here?
- **Larry Westerland:** you know, I want to ask Scott Mosier a quick question. So, Scott, what's it cost right now to do a, A brand new mile of road. And then the other part of the question is, how much does it cost to do a, where you cut it down and resurface it.
- **Scott Mojer:** Great, that's a great question, and it really gets at something a lot of folks out in the community don't appreciate the difference in cost on that. A good example, One Mile New Road, that's basically a reconstruction. So, we have a project, not far from here, 1st Street, from Olive to Tulare, in bad shape. We're gonna completely reconstruct the asphalt. That's a \$5 million project. For one mile? One mile for a four-lane roadway. Wow. That, and that's, yeah, most definitely a wow, reaction to that. We, But if it's just a mill and pave, so if we can catch it earlier, so then that winds up only being in the range of a million and a half to two million for the same thing. So, that's, you know, beginning back to pavement management, pavement maintenance is, you know, instead of... Well, of course, we've got these worst streets. You want to address them, but if you only have so much money, do you address the one? And that's a grant-funded project, you address the one, or do you, You know, right, do you cancel 3 or 4 projects that could save streets in fair condition and bring them all the way back up to new? Or do you do just the one? Hopefully you could do them all, but if you have to choose, it becomes very difficult.
- **Mark Keppler:** We're adjourned, thanks guys.

9. Meeting Summary & Motion Record

The September 11, 2025 Measure C Steering Committee meeting focused on finalizing subcategories and definitions, discussing the 20- versus 30-year measure options, and receiving technical updates on roads and transit. Members reviewed and debated subcategory language, particularly regarding sidewalks, bikeways, and pedestrian safety under “Existing Neighborhood Roads” and Safe Routes to School distance requirements. Committee members emphasized the importance of balancing flexibility with clear guidance for jurisdictions, while ensuring equity for smaller cities and rural areas.

The group also discussed whether to recommend a 20- or 30-year Measure C renewal, weighing financial stability and bonding advantages against flexibility and accountability concerns. Several members expressed the need for strong review and evaluation mechanisms to build voter trust. After extensive discussion, the committee tabled a final decision on measure length to allow staff to prepare additional comparative information.

Technical presentations from the City of Fresno and Fresno County highlighted the scale of deferred road maintenance, current funding constraints, and how Measure C revenues fit into the overall transportation funding picture.

Motions Passed

- **Safe Routes to School Distance:** Motion by **Larry Westerland** to strike the “half-mile” distance limitation.
 - **Seconds:** Nayamin Martinez, Nick Paladino
 - **Vote:** *Passed* – 22 Yes
- **Finalized Subcategories and Definitions:** Motion by **Dr. Amber Crowell** to approve finalized subcategories and definitions.
 - **Seconds:** Mona Cummings, Larry Westerland
 - **Vote:** *Passed* – 21 Yes
- **Table 20- vs. 30-Year Decision:** Motion by **Larry Westerland** to table the decision until next meeting, with a prior discussion on review and accountability guidelines.
 - **Seconds:** Nayamin Martinez, Joseph Amador
 - **Vote:** *Passed* – 22 Yes

Motions Failed // Not Advanced

- **Reassign Subcategory:** Motion by **Nick Paladino** to move “Sidewalks, Bikeways, and Pedestrian Safety” from *Existing Neighborhood Roads* to *Active Transportation*.
 - **Second:** Gail Miller
 - **Status:** *Failed – lacked second second*
- **Regional Connectivity Wording:** Motion by **Sarah Montemayor** to change “worst roads first” to “small town safety net.”
 - **Status:** *Not advanced – deferred to implementation guidelines*
- **Transportation Institute:** Motion by **Lee Delap** to add Fresno State Transportation Institute funding under “Other.”
 - **Second:** None
 - **Status:** *Failed – died for lack of a second*
- **Delay Vote on 20- vs. 30-Year Measure:** Motion by **Mandip Johal** to delay the decision until next meeting.
 - **Seconds:** Joseph Amador, Evelyn Martinez
 - **Vote:** *Failed – 18 Yes (did not meet threshold)*
 - **Note:** Although this specific motion failed, the committee later voted to **postpone the decision** on the 20- vs. 30-year measure through a separate motion by Larry Westerland (which passed with 22 Yes).