



Steering Committee Meeting

Dec. 11, 2025



Item 1:

Roll Call



Item 2: Meeting Overview

Where We've Been

- **Approval of General Category Allocations**
 - Existing Neighborhood Roads - 65%
 - Public Transportation - 25%
 - Regional Connectivity - 5%
 - Transportation Innovation - 4%
 - Administration - 1%

- **Review Draft Implementing Guidelines**

What We're Going to Do Today:

- **Review Final Implementing Guidelines**
 - Existing Neighborhood Roads
 - Public Transportation
 - Regional Connectivity
 - Transportation Innovation
 - Administration
- **Public Comment**
- **Next Steps**



Item 3:

Review Final Implementing Guidelines

Guiding Principles

- **Fix what matters most**
- **Keep people safe**
- **Get people where they need to go efficiently**
- **Improve transportation alternatives**
- **Build strong, vibrant communities**
- **Leave no neighborhood behind**
- **Foster innovation**
- **Ensure a fair and transparent use of tax dollars**

Purpose of Implementing Guidelines

- **General purpose of each Measure C Renewal Program**
- **Important definitions of related program requirements, methods, or other processes, and other requirements specific to each program**
- **The percentage and amount of Measure C funding allocated to each Program**
- **The list of eligible projects for which Measure C funding can be claimed**

Funding Categories

- Existing Neighborhood Streets and Roads Repair and Maintenance Program – 65%
- Public Transportation Program – 25%
- Regional Connectivity Program – 5%
- Access and Innovation Program – 4%
- Administration – 1%

Existing Neighborhood Roads

- Funds go directly to cities and the County for local street and road repair, traffic safety, and neighborhood improvements. A minimum base of \$400,000 annually to cities and the county. After the base, funds are distributed on an 80% population / 20% road miles formula.
- Active transportation projects that build and maintain bike lanes, walking trails, and safety improvement projects. Safe Routes to School infrastructure and non-infrastructure programs.
- Funds may be used to support infill and mixed-use development.
- Funds may be used for planning to get projects to shovel-ready status

Public Transportation

- Improves bus frequency, Bus Rapid Transit (BRT) frequency, paratransit services, and transit infrastructure like shelters and transfer centers and point-to-point programs for seniors, veterans, and mobility-challenged individuals.
- Transit agencies develop expansion plans within two years of passage to inform voters how they intend to use and leverage additional revenues.
- Ensures affordability of transit services countywide.

Regional Connectivity

- Provides matching funds for major projects benefiting multiple jurisdictions, including multimodal and interchange upgrades, improvements to major arterials, bridge improvements and replacements, Fresno Yosemite International Airport improvements and freight corridor improvements.

Access and Innovation

- Innovative projects and programs that improve access to public transportation systems regionwide for more efficient and effective delivery of services, through technological capacity improvements.
- Demonstration, deployment, and evaluation of projects that promote innovation in public transportation that have broad applicability.
- Planning and construction of urban and rural multi-modal regional transportation hubs.
- Zero-emission infrastructure, digital connectivity, and zero or low-cost public transportation fares for special populations.

Administration

- **Administration with appropriate staffing to ensure effective and efficient collection, auditing, outreach, and other functions associated with using Measure C funds.**
- **Providing effective and timely public notification for updates, amendments, and reviews.**
- **Creating, maintaining, and disseminating information from a public database focused on outcomes, and performance metrics.**
- **Providing technical assistance, enabling jurisdictions to comply with the requirements and leverage funds to implement projects.**

Global Comments

- **Comment that the word “shall” throughout the Implementing Guidelines creates “strict, enforceable obligations that agencies may not realistically be able to meet due to limited resources, staffing, funding or timelines...”**
- **General comment on metrics: An appeal to Steering Committee members to rely on technical experts’ informed judgments on potential “ real-world operational constraints” or “practical realities” faced by agencies.**

Existing Neighborhood Roads

Major Comments

- **Maintain and build 150 miles of new bike or trail facilities (Class I or Class IV) by 2057, as identified by the Active Transportation Plan for each jurisdiction. (I.G. Page 11)**
- **Exempting small jurisdictions (25,000 population or less) from Class I or IV requirements (I.G. Page 12)**
- **70% average/65% minimum PCI requirement on all existing neighborhood roads (I.G. Page 11)**
- **Expanding eligibility for road widening expenditures under specific circumstances. (I.G. Page 15)**
- **Goal to reduce vehicle miles traveled (VMT) (I.G. Page 12)**

Existing Neighborhood Roads – Major Comments

- **Providing for Complete Streets elements on all category projects, where feasible (I.G. Page 16)**
- **Including vehicles and equipment for engineers/surveyors as eligible expenditures (I.G. Page 18)**
- **Expanded definition/eligibility of Transit-Oriented Development and mixed-uses; ensure that at least 20% of any units built are low-, very low and extremely-low income. (I.G. Page 20)**
- **Including previously ineligible bicycle/pedestrian facility maintenance expenses as now eligible (water, electricity, signage, etc.) (I.G. Page 20)**

Existing Neighborhood Roads Comment Disposition

- 70% average/65% minimum PCI requirement on all existing neighborhood roads (p.15)
- Expanded eligibility for road widening expenditures under specific circumstances. Includes projects that “demonstrate significant safety or mobility benefits as supported by traffic studies that demonstrate reductions in fatalities and serious injuries for all road users. Eligible projects include: a. Dedicated transit lanes; b. Dedicated and protected Class I or Class IV facilities; c. Safety-motivated turn lanes or intersection improvements that benefit all road users that do not impede bicycle or pedestrian facilities.” (p.15)

Existing Neighborhood Roads Comment Disposition

- **Goal to reduce vehicle miles traveled (VMT) (p.12)**
- **Adjusted to read:** “The Fresno County region will have the goal of reducing greenhouse gas (GHG) emissions, as prescribed by targets established quadrennially through the California Air Resources Board.”
- **Providing for Complete Streets elements on all category projects**
- **Language adjusted to include these elements “where feasible.” (p.16)**

Existing Neighborhood Roads – Comment Disposition

- ~~■ Now including vehicles and equipment for engineers/surveyors as eligible expenditures (p. 18)~~
- ~~■ Expanded definition/eligibility of mixed-income development to those that are deed-restricted by affordability (p. 20)~~
- **Language now reads:** “A local jurisdiction may use existing neighborhood streets and roads program funding to support transportation infrastructure and other related costs to enable infill multi-use housing within existing neighborhoods. Each jurisdiction shall ensure that at least 20% of units within the project are restricted to extremely low, very low, and low-income units.”
- **Including previously ineligible bicycle/pedestrian facility maintenance expenses as now eligible (pavement resurfacing, water, electricity, signage, etc.) (p. 20)**

Existing Neighborhood Roads Comment Disposition

- Maintain and build **120** miles of new bike or trail facilities (Class I or Class IV) by 2057, as identified by the Active Transportation Plan. (p. 11)
- **70/30 split urban and rural = 84 miles for Fresno/Clovis + 36 miles for any jurisdiction required under State statute to produce its own Active Transportation Plan**



Item 4:

Public Comment and Break



Item 5:

Review Implementing

Guidelines - Comments

Public Transportation Major Comments

- **Majority of comments addressed proposed metrics.**
- **“15-minute frequencies in urban areas” (I.G. Page 22)**
- Calls for metric to be interpreted as requiring high-frequency service on key urban corridors, not every route – “as warranted by ridership, demand or need.”
- **“For rural areas, comparable travel times to personal vehicle use.”**
- Comments that this metric is not attainable.
- **“Enhance accessibility by reducing the average distance or time it takes to get to a bus stop.”**
- Comments requesting clarification on how the distance will be calculated.

Public Transportation – Major Comments

- **“Increase in micro-transit and on-demand transit services across the county”**
- Comments that this should be handled on a case-by-case basis for each transit provider.
- **“Reduce travel time by reducing the average trip duration”**
- Comments requesting clarification as to how this metric will be measured (i.e. in-vehicle trip, origin-to-destination) and, for rural areas, that trip durations cannot be reduced because of the high mileage traveled.
- **“Improve public transit supportive infrastructure by increasing the number of bus stops that meet ADA accessibility standards”**
- Comments that this requirement is already addressed in Federal and State law, although there are some stops that may not fully meet current standards, and that right-of-way must be available to support this endeavor.

Public Transportation – Major Comments

- **“Increase the proportion of multimodal access points that are ADA compliant and increase bicycle, sidewalk and pedestrian facilities infrastructure leading to bus stops”**
- Comments that this metric belongs under the “Existing Neighborhood Streets and Roads” category because these are public works projects.
- **“Increase accessibility of schools, population centers, employment centers and other services with multiple modes of transportation”**
- Comments that public transportation providers already offer this kind of accessibility and that the metric should not assume deficiencies; also that good-faith partnerships are required to meet this goal.
- **Increased opportunities for community residents’ participation, representative of Fresno County’s geographic and demographic characteristics.**
- Calls to clarify what defines “sufficient participation;” notes that Federal Title VI requirements address language and other demographic issues.

Public Transportation – Major Comments

- **“Before Measure C funds are allocated to public transportation agencies within Fresno County, the Authority must ensure sufficient revenues are available for continued support for paratransit curb-to-curb van, taxi, and other transportation services for seniors (62 years old and older), veterans, and people with disabilities who are unable to use fixed route transit service.” (I.G. Page 25)**
- Comments noted the term “sufficient revenues” is not defined. Also, several comments identify a preference for the Senior Scrip program specifically to remain under Fresno COG.

Public Transportation Comments Disposition

- **“15-minute frequencies in urban areas” (p. 22)**
- Now reads: “15-minute frequencies in urban areas, based on high-frequency demand, substantial public input and potential high ridership.”
- **“For rural areas, comparable travel times to personal vehicle use.”**
- Revised to: “For rural areas, comparable travel times to personal vehicle use or similar metric to be developed as part of Strategic Implementation Plan (SIP)
- **“Enhance accessibility by reducing the average distance or time it takes to get to a bus stop.”**
- Now reads: “Enhance accessibility by reducing the average distance or time it takes to get to more destinations.”

Public Transportation – Comment Disposition

- **“Increase in micro-transit and on-demand transit services across the county”**
- Now reads: “Increase in microtransit and on-demand transit services across the county, as determined by each public transportation provider.”
- **“Reduce travel time by reducing the average trip duration”**
- Now reads: “Reduce travel time by reducing the average trip duration from origin to destination.”
- **“Improve public transit supportive infrastructure by increasing the number of bus stops that meet ADA accessibility standards”**
- Now reads: “Improve public transit-supportive infrastructure by increasing the number of bus stops that meet accessibility standards as required by local, State and Federal law and assuming right-of-way is available to support.”

Public Transportation – Comment Disposition

- “Increase the proportion of multimodal access points that are ADA compliant and increase bicycle, sidewalk and pedestrian facilities infrastructure leading to bus stops” (p.22)
- Now reads: “Increase the proportion of multimodal access points that are ADA compliant, as required by local, State and Federal laws where possible”
- “Increase accessibility of schools, population centers, employment centers and other services with multiple modes of transportation”
- No change
- Increased opportunities for community residents’ participation, representative of Fresno County’s geographic and demographic characteristics. (p.23)
- Now reads: “Increased opportunities for community residents’ participation, representative of Fresno County’s geographic and demographic characteristics, following federal Title VI reporting and documentation and language(s) of study area(s).”

Public Transportation – Major Comments

- “Before Measure C funds are allocated to public transportation agencies within Fresno County, the Authority must ensure sufficient revenues are available for continued support for paratransit curb-to-curb van, taxi, and other transportation services for seniors (62 years old and older), veterans, and people with disabilities who are unable to use fixed route transit service.”
(p. 25)
- No change

Regional Connectivity – Major Comments

- Requests to increase Regional Connectivity Program allocation
 - Question about whether State highway system is prioritized over County roads in this category
 - Question whether six additional public-use airports should qualify for Regional Connectivity funding.
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- **Comment Disposition**
 - No changes in this category

Access and Innovation – Major Comments

- More funding may need to be devoted here in the future, another reason to officially review the allocations at the 10-year mark.
- Low-cost, zero-fares should be under the Access and Innovation category (p. 31)
- Carpool/Vanpool programs should be listed under Public Transportation category, not Access and Innovation
- Comments Disposition
- Low-cost, zero-fares is now listed under the Access and Innovation category
- Carpool/Vanpool programs is now listed under Public Transportation category (p.26)

Administration – Major Comments

- Multiple, broad comments on the roles, functions and selection process of Citizens' Oversight Committee members, as well as its meeting process.
- Multiple comments that the 1% allocation for the Administration category was insufficient relative to its increased requirements.
- Comment Disposition
- No changes in this category



Item 6: Next Steps

Next Steps: Steering Committee Meetings

- **Coming Up**

- **Fri., Dec. 12** Fresno COG Transportation Technical Committee/Policy Advisory Committee meetings on Implementing Guidelines
- **Thurs., Dec. 18** *(Final Fresno COG Policy Board vote on Steering Committee's Recommended Measure C Expenditure Plan and Implementing Guidelines)*



Item 7:

Public Comment

Item 8: Adjournment

