

MEASURE



*One County
One Plan*

Steering Committee Meeting

Nov. 19, 2025



Item 1: Roll Call



Item 2: Meeting Overview

Where We've Been

- **Statistically Valid Poll Results**
 - Presentation – Topline overview of poll results
- **Approval of General Category Allocations**
 - Existing Neighborhood Roads - 65%
 - Public Transportation - 25%
 - Regional Connectivity - 5%
 - Transportation Innovation - 4%
 - Administration - 1%

What We're Going to Do Today:

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



Item 3: Review Draft 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.**

Existing Neighborhood Roads – Purpose

- Bring the road systems within the 15 cities, and the rural unincorporated areas of Fresno County, including arterials, collectors, and neighborhood streets, to an average Pavement Condition Index (PCI) of 70, within the “Good” category.
- Maintain and build 150 miles of new bikes lanes and trails (Class I or Class IV) by 2057, as identified by the Active Transportation Plan for each jurisdiction.
- Improve walkability, safety, and connectivity for students and reduce serious and fatal injuries.
- Reduce VMT, increase access to jobs, services, and schools

Existing Neighborhood Roads – Metrics

- The average PCI for each jurisdiction will be 70, including arterials, collectors, and neighborhood streets. In addition, each local street and road will reach 65 PCI or above.
- Maintain and build 150 miles of new bike lanes and trails by 2057.
 - A) The urban areas (Fresno and Clovis) shall be responsible for 105 miles
 - B) The remaining cities and the County shall be responsible for 45 miles
 - C) By year 11, at least 50 miles of trails must be completed
 - D) Safe Routes to Schools projects that include Class I or Class IV facilities may be counted toward satisfying this requirement
 - E) Up to 20% of this requirement may be met by routine maintenance

Existing Neighborhood Roads – Metrics

- A minimum of five Safe Routes to Schools projects per year will be completed that result in improved walkability, safety, and connectivity for students and reduce serious and fatal injuries.
 - A) Jurisdictions (collectively) may meet this minimum by ensuring that at least 50 projects have been completed every 10 years
 - B) Improved safety and accessibility for walking and biking within a mile radius of school zones via infrastructure and engineering improvements and traffic calming strategies

Existing Neighborhood Roads – Implementation

- Every three years a countywide pavement condition survey will be conducted. Funding for this survey will come from the Existing Neighborhood Roads Program.
- Agencies will then be required to develop Capital Improvement Programs that address their pavement repair and maintenance strategies and will be submitted to FCTA.
- The survey and plans will be used to evaluate progress towards the 70 PCI goal.

Existing Neighborhood Roads – Implementation

- Independent financial audits of the program annually to verify that funds were expended consistent with requirements. Agencies found out of compliance shall be subject to withholding of program funds until appropriate reimbursements are made.
- Triennial compliance evaluation where jurisdictions must show how they have spent program funds. Agencies will be allowed to accumulate funds for up to six years if needed for match purposes or for a large project.

Existing Neighborhood Roads – Implementation

- If an agency is not in compliance with the three-year requirement, the Authority shall withhold funds until the jurisdiction is compliant. Repeated non-compliance shall be subject to reallocation of funds as determined by the Authority Board.
- Active Transportation projects shall be included in a local agency five-year Capital Improvement Program or Annual Expenditure Plan, or an annual budget, or by resolution approving an eligible project or list of projects and/or programs at a public hearing of each local agency.



Item 4: Public Comment and Break



Item 5: Review Implementing Guidelines - Continued

Public Transportation – Purpose

- Public transportation plays an essential role in advancing equal opportunity in Fresno County.
- Through increased frequencies, quality service, and improved routes, public transit programs will encourage people to minimize single-occupancy vehicle trips, provide enhanced mobility options, and improve air quality in our region.
- While expanding transit services, it is important to continue zero or low-cost transit services for special populations to reduce the financial burdens on riders.
- Providing more real-time information makes trips easier for all transit users.

Public Transportation – Metrics

- Increased public transportation ridership by 2047.
- 15-minute frequencies in urban areas. For rural areas, comparable travel times to personal vehicle use.
- Enhance accessibility by reducing the average distance or time it takes to get to a bus stop.
- Increase in microtransit and on-demand transit services across the county.
- Enhance connectivity by minimizing the number of transfers required and reducing transfer wait times.

Public Transportation – Metrics

- Enhance reliability and efficiency by improving on-time performance, measure by the percentage of trips that run on schedule.
- Reduce travel time by reducing the average trip duration.
- Improve public transit-supportive infrastructure by increasing the number of bus stops that meet accessibility standards.
- Increase accessibility of schools, population centers, employment centers, and other services with multiple modes of transportation.
- Maintain and expand transit services and programs for those with special needs – students, veterans, and active military, seniors, ADA, and low-income.

Public Transportation – Implementation

- Allocations from the Public Transportation Program will be:
 - Fresno Area Express (FAX) – 70%
 - Fresno County Rural Transit Agency (FCRTA) – 20%
 - Clovis Transit – 10%
- Allocations to update the Regional Long-Range Transit Plan will be reimbursed to the agency considering actual costs of staff or consultant time and expenses.
- Public transportation projects shall be included in a local agency Capital Improvement Program (CIP) or annual budget, or by a resolution approving an eligible project or list of projects and/or programs at a public hearing.

Public Transportation – Implementation

- By January 1, 2030, each public transportation agency shall have adopted a service expansion master plan that promotes system connectivity and accessibility, closes service gaps, and improves and expands service levels.
- Public transportation agencies are required to host public meetings and allow for public review and comment prior to plan adoption. The final plan must explicitly address how community input was integrated into the final plan.
- Public efforts must ensure translation and interpretation; meetings held at accessible locations and at convenient times; as well as any reasonable accommodation to enable robust participation.

Regional Connectivity – Purpose

- This program will provide funding for priority regional, multimodal, street, road and highway improvement projects. Projects within this program are of regional significance.
- Eligible agencies for this program include the 15 incorporated cities, Fresno County, the Fresno Council of Governments (Fresno COG), the Fresno County Transportation Authority (FCTA), and Caltrans.
- Projects in the Regional Connectivity Program are to be identified after Measure C is renewed and may be approved for funding by Fresno COG and FCTA following a robust and timely public outreach process.

Regional Connectivity – Implementation

- Projects within this Program are generally on the State Highway System, as those facilities are regional by nature; however, projects can also include those on major local arterials that serve more than one city or area of the county.
- Fresno Yosemite International (FYI) Airport is also included as a regional facility, as it facilitates passenger and freight travel from throughout Fresno County to state, national, and international destinations. Under this program, FYI receives a one percent suballocation projected to be approximately \$74 million over the Measure's 30-year lifespan.

Regional Connectivity – Implementation

- Fresno COG and FCTA will conduct biennial Regional Connectivity Program reviews and updates, which will include projects from prior Measure iterations. These reviews and updates will determine project delivery status, as well funding availability. Adjustments to delivery schedules and funding contributions may be necessary as part of these updates.
- No later than June 30, 2028, Fresno COG and FCTA will develop and conduct a comprehensive public engagement process to help guide the effort to establish the list of projects to be funded and identify eligible projects for the first seven years of the Measure C Renewal Program. No later than June 30, 2034, Fresno COG and FCTA will repeat the public engagement process to identify projects for years 8 through 15 of the Measure C Renewal.

Regional Connectivity – Implementation

- A third public engagement process will begin no later than 2041 to guide the effort to establish the list of projects to be funded during the second half of the Measure C Renewal. No later than June 30, 2042, Fresno COG and FCTA will adopt a list of urban and rural projects to be funded during the second half of the Measure C Renewal.
- The FCTA Board may consider bonding of future revenues if project needs, and deliverability exceed cash flow.
- Each implementing agency will request project funding from FCTA, which will be provided through a cooperative funding agreement. All funding agreements reimburse implementing agencies for funds expended. The agreements do not provide agencies with advanced funding.

Access and Innovation – Purpose

- To respond to the State's goal of greenhouse gas reduction, and to improve air quality in the Fresno region, this program addresses these issues by providing funding for projects and programs that would increase the vehicle electrification rate, enable new technologies, and facilitate non-single-occupancy vehicle travel.
- Eligible agencies for this program include the 15 incorporated cities, Fresno County, Fresno COG, and FCTA. Private sector, non-profit organizations, or other government agencies may also apply through a sponsoring local government agency where the project is located.

Access and Innovation – Implementation

- All projects or programs under the Access and Innovation Program are competitive. Specific implementation policies and guidelines will be developed for each project type or program following Measure C Renewal approval by voters.
- Eligible Projects and Programs include clean energy projects such as: charging stations, zero-emission vehicles readiness and implementation plans, clean vehicle power support facilities, microgrid/solar EV battery charging, autonomous vehicle infrastructure, wireless connectivity on buses, micromobility hubs, broadband infrastructure for telecommuting and education facility purposes, and other future technology applications and improvements.

Administration

- **Grant application processes will be developed for all programs and will include monitoring and reporting requirements, independent contractor audit processes, and performance indicators.**
- **Review/Report** **How Often**
- Independent financial audit Annually
- Citizens' Oversight Committee report Annually
- Performance assessment Every three years
- Comprehensive program review Every 10 years
- Maintenance of Effort adjustment Every three years
- Implementation Plan update Every two years

Administration

Key administrative responsibilities include:

- **Annual Work Program and Budget**
- **Allocation Program Requirements and Focused Studies**
- **Biennial Implementation Plan**
- **Project Prioritization**
- **Independent Annual Audit**
- **Public Outreach and Communication**
- **Bond Issuance for Accelerated Delivery**
- **Revenue Allocation to Local Jurisdictions**
- **Support for Regional Committees and Technical Assistance**
- **Comprehensive, Searchable Project Database**



Item 6: Next Steps

Next Steps: Steering Committee Meetings

- **Coming Up**
 - **Tues., Nov. 25** (*Deadline for written comments from Steering Committee*)
 - **Thurs., Dec. 4,** (*Final Vote on Steering Committee's Recommended Measure C Expenditure Plan and Implementing Guidelines*)



Item 7: Public Comment

Item 8: Adjournment

