

**MEASURE**



*One County  
One Plan*

**Policy Board Meeting**  
**Dec. 18, 2025**

# 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**

# 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 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 unincorporated areas = 84 miles for Fresno/Clovis + 36 miles for County of Fresno.
- **Safe Routes to Schools** **(p. 12)** – Approved using same 70/30 formula split for annual requirement of five projects (annual average.)

# 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.”
- **Rural trail design:** (p. 14) Rural trails built strictly for recreational purposes are ineligible for Measure C funds.
- **Rural trail design:** New language (p. 15) Class 1 bikeways in rural areas that link rural communities and/or cities shall be built in accordance with the California Highway Design Manual Chapter 1000, Bikeway Planning and Design.
- **Providing for Complete Streets elements on all category projects**  
Language adjusted to include these elements “where feasible.” (p. 17)

# Existing Neighborhood Roads Comment Disposition

- **70% average/65% minimum PCI requirement on all existing neighborhood roads (p. 16) before 5% of funds for capacity expansion may be accessed.**
- **Certain exemptions for capacity expansion projects 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. 16)**

# Existing Neighborhood Roads Comment Disposition

- **County of Fresno's Minimum 7 percent annual expenditure requirement on Disadvantaged Unincorporated Communities (p. 17)**
- Now reads: "The County of Fresno is annually required to spend a minimum of 12 and up to 15 percent of its local allocation in identified disadvantaged unincorporated communities as defined by government code 65302.10
- The specific percentage within this range will be determined by a needs assessment of complete streets (including PCI, sidewalks, curb and gutter, lighting, other safety measures, bike lanes etc.) with the following implementing provisions
- The County of Fresno shall complete a DUC and needs feasibility assessment by Jan 1, 2029
- The County of Fresno may spend any remaining funds set aside for DUCs in other County areas once identified needs have been met and the average PCI for all DUCs reaches 70, and each local road within all DUCs attains 65 PCI. This shall be evaluated every 10 years.

# 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 and other costs to enable housing in mixed-use zone districts within existing neighborhoods. The jurisdiction shall ensure the developments are mixed income and include deed-restricted units affordable to lower-income households. Lower-income means 80% AMI and includes low-income (50%-80% AMI), very low-income (30%-50% AMI), and extremely low (below 30% AMI).
- Including previously ineligible bicycle/pedestrian facility maintenance expenses as now eligible (pavement resurfacing, water, electricity, signage, etc.) (p. 21)

# 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 – Comment Disposition

- Program Implementation (p. 24)
- Requirement for each public transit agency to have developed and adopted an updated short-range service plan by Jan. 1, 2030
- **Language now reads:** “By January 1, 2029, each public transit agency shall have developed and adopted – through a public process – a transit service expansion plan that specifies how Measure C dollars will be used to promote system connectivity and accessibility, close service gaps and improve and may expand service levels, and ensure coordination of services across the three agencies.”

# 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. 26)**
- 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.

  

- 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. **(No changes)**
- **New language (p. 34)** addressing FCTA developing a fraud detection and whistleblower policy to be distributed on its website with findings published every two years.
- **New requirement (p. 35)** for Oversight Committee to meet at least quarterly.
- **New language (p. 37)** regarding potential for fraud concerns to be turned over to DA's office for potential prosecution.