

**Policy Advisory Committee
MINUTES
Friday, April 9, 2021
10:00 AM**

Meeting held via Zoom.

Teresa Gallavan, City of Selma
Luke Serpa, City of Clovis
Wilma Quan, City of Fresno
John Jansons, City of Kerman
Alexander Henderson, City of Kingsburg
Cristian Gonzalez, City of Mendota
Sonia Hall, City of Parlier
Nicole Zieba, City of Reedley
Tim Chapa and Mayor Ontiveros, City of Sanger
David Padilla, Caltrans
Tony Boren, Fresno COG

The meeting was called to order at 10:00 a.m. by Ms. Gallavan (Selma), Chair. With nine members present via Zoom, there was a quorum to conduct business.

REQUEST TO ADD URGENCY ITEM TO THE AGENDA (ITEM II-F)

Transportation Action/Discussion ITEM II-F - Access for All Program: Local Access Fund Administrator (Trai Her-Cole)
[APPROVE]

To add an item a two-thirds vote is required finding that:

- (1) There is a need to take immediate actions; and
- (2) That need for action came to the attention of Fresno COG subsequent to posting the agenda.

After an opportunity for public comment, Ms. Zieba (Reedley) motioned and Mr. Gonzalez (Mendota) seconded to add Item II-F to the agenda. The motion passed.

I. TRANSPORTATION CONSENT ITEMS

- A. Executive Minutes of March 12, 2021 [APPROVE]
- B. 2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Environmental Impact Report (EIR) Notice for Preparation (Meg Prince) [INFORMATION]
- C. Fresno COG Housing Planning Grants Program Application Deadline Extended (Meg Prince) [INFORMATION]
- D. 2021 Unmet Transit Needs: Public Hearing Announcement [INFORMATION] (Todd Sobrado)
- E. Obligational Authority and Project Delivery Update (Jennifer Soliz) [INFORMATION]
- F. Quarterly Update on the Fresno-Madera State Route 41 and Avenue 9 Sustainable Corridors Study (Braden Duran) [INFORMATION]
- G. DRAFT Big Sandy Rancheria Extreme Weather and Natural Disaster Emergency Evacuation Plan (Trai Her-Cole) [INFORMATION]
- H. Regional Safety Plan Existing Conditions Report (Trai Her-Cole/Santosh Bhattarai) [INFORMATION]
- I. Authorizing Resolution 2021-22 for YARTS Federal Transit Administration (FTA) Section 5311(f) Funding with Caltrans (Peggy Arnest) [APPROVE]

After an opportunity for public comment, Ms. Hall (Parlier) motioned and Mr. Serpa (Clovis) seconded to approve the consent agenda as presented. The motion passed.

II. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. Regional Transportation Plan/Sustainable Communities Strategy

1. Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Strategies and Indicators Public Outreach Survey (Brenda Veenendaal) [INFORMATION]

Ms. Veenendaal (FCOG) reported that Fresno COG launched the Sustainable Communities Strategy (SCS) Strategies and Indicators survey on March 26. The survey outlines five scenario concepts, asking the public what they like and don't like about each one. It also asks participants to prioritize groupings of SCS indicators. This online, interactive survey, is available in English and Spanish -- with hard copy versions available to download in English, Spanish, and Hmong. All survey options may be accessed on the PlanFresno.com website.

The surveys will be publicized using the following strategies: Videos, E-newsletters via Constant Contact, Hard-copy flyers with QR codes, Email share requests, Public Zoom meetings, Website posts with videos on planfresno.com and fresnocog.org, Organic and boosted posts on Fresno COG's social media channels and presentations to community groups and organizations.

The outreach results will first be reported to the RTP Roundtable on April 28, then to the TTC/PAC on May 14 and the Fresno COG Policy Board on May 27. When the results are reported, staff will also be asking for a recommendation on the top three scenarios to go forward for SCS modeling and a trimmed-down list of indicators to assess scenario performance. Staff Provided a walk-through of the online survey during the Roundtable meeting.

This item was informational only; no further action was required.

B. Measure C Transit-Oriented Development (TOD) Program Ninth Cycle Funding Recommendation (Kristine Cai/Trai Her Cole) [APPROVE]

Ms. Cai (FCOG) reported that the Transit-Oriented Development Infrastructure for In-fill Development (TOD) Program was created as part of the 2006 Measure C Extension Plan. It was designed to boost transit ridership and encourage transit-supportive land uses, such as compact development and mixed uses. The TOD program is estimated to generate \$16.9 million during the Measure's 20-year lifespan. There is approximately \$910,000 available in the program for the ninth funding cycle. There are three sub-programs under which projects can be funded:

1. Capital Improvement Program: Infrastructure improvements that support transit-oriented development
2. Planning Program: Planning activities to support vibrant and livable communities through investment on transit-oriented development.
3. Housing Infill Incentive Program: To offset impact fees for qualifying residential development in a transit-oriented development setting.

Fresno COG received two funding applications for the ninth cycle:

1. Downtown Selma Revitalization and Strategic Plan: City of Selma requested \$167,000 to complete downtown mixed-use overlay zone process, form a Downtown Selma Business Improvement District (BID) and develop a Downtown Selma Strategic Plan.
2. Merced Street Reconnection Project: City of Fresno submitted a multi-year funding application for \$1,138,000 to re-establish a 600-foot segment of Merced Street, between H Street and Congo Alley, as well as the 230-foot northerly extension of Broadway from its terminus at the Broadway connector roadway to intersect with the Merced Avenue extension. The three funding requests are: \$425,000 (2021), \$425,000 (2022) and \$288,000 (2023).

The TOD Scoring Committee met on March 17 and recommended \$167,000 for the Downtown Selma Revitalization & Strategic Plan project, and \$743,000 for City of Fresno's Merced Street Reconnection project. The Scoring Committee encouraged City of Fresno staff to return next year or apply to other funding sources for the remaining money needed for the Merced Street Reconnection project.

After an opportunity for public comment, Ms. Quan (Fresno City) motioned and Mr. Henderson (Kingsburg) seconded to recommend to the Policy Board that the City of Selma be awarded \$167,000 for the Downtown Selma Revitalization & Strategic Plan project and the City of Fresno be awarded \$743,000 for the Merced Street Reconnection project for the TOD Cycle Nine as recommended by the TOD Scoring Committee.

C. Fresno County Regional Trails Plan (Peggy Arnest) [ACCEPT]

Ms. Arnest (FOCG) reported that Fresno County and Fresno COG have developed the 2021 Fresno County Regional Trails Master Plan Update (Plan), the result of over a year of community engagement, detailed analyses of existing conditions, trail system planning and project prioritization. This Plan builds upon the 2018 Fresno County Regional Active Transportation Plan, which focused on both on- and off-street walking and bicycling facilities throughout the county. Unlike its 2018 predecessor, this Plan is exclusively focused on shared-use paths and unpaved hiking trails within the unincorporated areas of Fresno County. This document will be combined with the County bicycle master plan to create the County of Fresno Active Transportation Master Plan.

The Plan is centered around five major goals, including: Livability, Connectivity, Mobility, Collaboration and Economic Development. The Plan provides a comprehensive vision for trails projects and priorities in both the near- and long-term. Trail recommendations were informed by: input received from community members, stakeholders, and COG and County staff; and best practices in trail planning.

The Plan includes a detailed implementation strategy – including project prioritization, potential funding and partnership opportunities, and resources for trail construction and maintenance – to foster efficient, timely, and effective execution of Plan recommendations. By using this Plan as a blueprint, Fresno County will be well-equipped to carry out future expansions and ongoing maintenance of its trail system. Plan and appendices can be viewed on the Fresno COG website: <https://www.fresnocog.org/project/active-transportation/>.

After an opportunity for public comment, Mr. Serpa (Clovis) motioned and Ms. Quan (Fresno City) seconded to recommend the Policy Board accept the Fresno County Regional Trails Plan.

D. Legislative Update (Trai Her-Cole) [INFORMATION/DISCUSSION]

Ms. Her-Cole (FOCG) reported that the 2021-2022 Legislative session includes several bills that directly impact the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) process and pose some significant challenges to regional and local agencies should they pass in their current form.

Below are highlights from each bill. Please see the attached spreadsheet that provides a comparison of the three RTP-specific bills.

- **SB 261 (Allen) Regional Transportation Plans: Sustainable Communities Strategy (Oppose)**
This bill would require that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050. The bill would make various conforming changes to integrate those additional targets into regional transportation plans, including a requirement for local agencies to report to MPOs biennially on various metrics that demonstrate implementation strategies of the region's SCS. See attached letter of opposition.
- **AB 1147 (Friedman) Regional Transportation Plan: Active Transportation Program**
This bill would require the Strategic Growth Council to convene key partners to assist the council in completing an overview of the California Transportation Plan and all sustainable communities strategies on how implementation will influence the statewide integrated multimodal transportation system, including to assess barriers to achieving state and regional greenhouse gas emissions reduction targets. It would create the Sustainable Communities Strategy Block Grant Program to provide block grants to each MPO with an approved 2035 Target Action Plan, and require each MPO submit data to the state board that delineates how transportation funds have been spent in relation to the sustainable communities strategy, including the amount of transportation funding committed and spent for each transportation mode and the correlation between transportation spending and any increase or decrease in vehicle miles traveled. It would also require identification of significant local land use decisions and transportation projects that interfere with the region's

greenhouse gas emissions reduction targets, including, but not limited to, zoning or other ordinances or policies that would prevent the land use plan from being implemented.

- **SB 475 (Cortese) Transportation Planning: Sustainable Communities Strategy**
This bill would require the State Air Resources Board in coordination with the Department of Housing and Community Development to issue new guidelines on sustainable communities strategies. The bill would delete the provisions related to the Regional Targets Advisory Committee and instead require the State Air Resources Board to appoint the State-Regional Collaborative for Climate, Equity, and Resilience, consisting of representatives of various entities. The State-Regional Collaborative would be tasked with producing a quantitative tool for MPOs to use in evaluating a transportation plan's consistency with long-range GHG reduction targets and recommend guidelines for MPOs to use when crafting long-range strategies that integrate state goals related to climate resilience and social equity. This bill provides no new funding, but does specify that regions without approved SCSs are ineligible for certain funding sources.
Other bills of note include:
- **AB 786 (Cervantes) California Transportation Commission: executive director. (Oppose)**
This bill would require the executive director of the California Transportation Commission to be appointed by the Governor, subject to confirmation by the Senate, and subject to removal at the Governor's discretion. An opposition letter will be forthcoming.
- **SB 640 (Becker) Transportation financing: jointly proposed projects (Support)**
This bill would authorize cities and counties to jointly submit to the commission a list of proposed projects to be funded by the cities and counties' apportionments of those funds, as specified. The bill would require that funds apportioned jointly to cities and counties for this purpose be available for expenditure for 3 full fiscal years after the apportionment. See attached letter of support.
At the federal level, as most are aware, on March 31 the White House released a detailed summary of President Biden's \$2.3 trillion federal investment plan, the "American Jobs Plan." The plan includes \$571 billion in additional spending on transportation infrastructure and \$361 billion in spending on other types of infrastructure. The plan prioritizes addressing long-standing and persistent racial injustice. The plan targets 40 percent of the benefits of climate and clean infrastructure investments to disadvantaged communities. And, the plan invests in rural communities and communities impacted by the market-based transition to clean energy.

As indicated by the National Association of Regional Councils summary (see attached) the surface transportation funding contained in the bill is not for a reauthorization package but is above and beyond funding through the FAST Act authorization. In a call with stakeholders, USDOT also indicated these funds would be performance-based and not distributed by formula.

A White House fact sheet is available at <https://www.whitehouse.gov/briefing-room/statements-releases/2021/03/31/fact-sheet-the-american-jobs-plan/>

In addition, members of Congress requested submissions for member-designated projects (earmarks) for the next surface transportation bill. FCTA and Fresno COG have submitted the State Route 41 Excelsior Corridor Gap Closure Project, which is designed to reduce the number of deadly and severe accidents occurring from the Excelsior Avenue undercrossing to roughly one mile north of Elkhorn Avenue in unincorporated Fresno and Kings counties. This is the only remaining segment of two-lane highway between the City of Fresno and the City of Lemoore. Caltrans has initiated an interim safety project to install temporary K-rail barrier along the centerline in order to preclude passing and prevent head-on collisions until the facility can be expanded to four-lanes. The project provides a comprehensive long-term solution to the various safety problems along this route segment.

Fresno COG will continue to monitor all listed bill and the "American Jobs Plans as they move through the committee process. For questions or comments, please contact Trai Her-Cole at traih@fresnocog.org.

This item was informational only; no further action was required.

E. Consideration of Amendment No. 6 to the 2006 Measure C Expenditure Plan -- State Route 41 South Elkhorn Avenue to Excelsior Avenue (Les Beshears) [INFORMATION]

Mr. Beshears (FCOG) reported that there has been significant attention in the local media over the last several months regarding serious accidents along the two-lane portion of State Route (SR) 41 South near the Kings County

line. SR 41 is at least four lanes from the Fresno/Madera County line in the north to SR 198 in Kings County to the south, with the notable exception of a six-mile gap from Elkhorn Avenue (Fresno County) to Excelsior Avenue (Kings County). Beyond the cross-over, fatal accidents on the SR 41 mainline highway, the intersections of Elkhorn Avenue and Mt. Whitney Avenue have higher-than-expected accident rates as well.

This public interest has led to high-level discussions between the California State Transportation Agency (CalSTA), the California Transportation Commission (CTC), Caltrans, FCTA and Fresno COG to develop a funding strategy to construct a SR 41 South project to address these safety concerns. The state is anxious to partner with the Fresno region to develop a comprehensive funding plan that would include considerable state funding and a significant regional funding contribution. The situation has led the FCTA Board to request Fresno COG consider an amendment to the 2006 Measure C Expenditure Plan to add SR 41 South as a candidate for Measure C funding on the Rural Tier I list. This amendment would allow Measure C funds to be used to advance state or federal funds that become available in future funding cycles. The construction estimate, including capital and support costs, is \$61 million.

In response to these immediate safety concerns, Caltrans has programmed projects in the 2020 State Highway Operations/Protection Program (SHOPP) to improve these intersections. Caltrans has also agreed to place a temporary concrete barrier on the centerline of State Route 41 to prevent head-on collisions. Together, these safety projects total approximately \$21 million. Caltrans also has a \$17 million candidate project to rehabilitate the pavement within this two-lane segment. Collectively these projects total about \$38 million in SHOPP funding.

SR 41 South was a major focus of the original 1986 Measure C Expenditure Plan. In fact, the 2006 Measure C Expenditure Plan constructed 16 miles of four-lane freeway and expressway from the southern portion of the Fresno-Clovis Metropolitan Area (North Avenue) to Elkhorn Avenue. In 2006, when the Measure C Extension was passed, only this six-mile gap remained uncompleted. At that time, Caltrans committed to completing this gap closure with Interregional Transportation Improvement Program (ITIP) funds. Due to this commitment, the project was not included in the 2006 Measure C Expenditure Plan. However, as Caltrans was the lead agency for this segment of SR 41 South, it continued work on the environmental document and final design, which was completed in 2010. Unfortunately, further Caltrans efforts were suspended when the project was dropped from the State Transportation Improvement Program (STIP) due to a significant decline in State revenues following the 2008 economic recession.

Over the past decade, Fresno COG and FCTA staff have been working with Caltrans to gather the funding necessary to complete this gap. The region was successful in obtaining \$6 million in Interregional Transportation Improvement Program (ITIP) funding and \$2 million in Regional Transportation Improvement Program (RTIP) funding for right-of-way (ROW) acquisition in the 2018 STIP. The current construction estimate, including capital and support costs, is \$61 million. No additional funding was added in the 2020 STIP, but without ROW acquisition complete, it was not critical to obtain additional funding at that time. In response to the growing safety concerns, FCTA and Fresno COG staff re-initiated discussions with Caltrans about accelerating construction.

While FCTA and FCOG staff believe completion of this gap is a state responsibility, it is clear that the state is unlikely to do so without a local contribution. Staff has been discussing these possibilities with Caltrans and the CTC. Because the project was not included in the 2006 Expenditure Plan, it is not currently eligible for Measure C (Rural Program) funding; however, it is eligible for local RTIP funding should the Fresno COG Policy Board provide that direction.

The RTIP will have funds available in the future to help match the state funds, but they are not available for at least five years. If the region is to solve the safety problems in a timely manner, funding cannot wait that long. Further, the longer it takes to fully fund the project, the more expensive it will be and less likely the state will be willing to contribute SHOPP funding, considering that some safety improvements will have already been completed.

Measure C does not have surplus rural funds available for the SR 41 project (were it eligible), but does have funding on deposit and set aside for projects that are not yet ready for construction. If the SR 41 project were amended into the 2006 Expenditure Plan, those funds could be applied toward the SR 41 regional match. By the time the current Measure C projects are ready for the funds, the RTIP money will be available to backfill the funding used on SR 41. In other words, amending the project into the 2006 Expenditure Plan allows Measure C to “loan” money to the project. This “loan” will then be repaid by the RTIP at the time funds are needed for the existing Measure C projects already in the Expenditure Plan.

From an administrative perspective, this strategy is a win/win for the region. It allows the region to provide the funds necessary to match the state funding while at the same time protecting the current Measure C Rural projects not yet built. It also holds the promise of bringing additional state funding to the project where it currently does not exist. More importantly, it accelerates completion of this much-needed safety project.

In summary, amending the SR 41 project into the 2006 Measure C Expenditure Plan would accomplish five goals:

1. Solves the route's safety issues in a timely manner without the "throw-away" costs associated with the interim projects Caltrans is currently pursuing.
2. Completes the last four-lane gap project on SR 41 within Fresno County and most of Kings County.
3. Meets the need for a commitment of regional match funds to obtain the necessary ITIP funding.
4. Allows for purchasing right-of-way in advance of final environmental clearance, helping to accelerate the overall delivery schedule. ITIP and RTIP funding cannot be used for this purpose.
5. Protects existing Measure C projects.

Various strategies are being examined to fill the funding shortfall, but the financial reality is the state ITIP is significantly oversubscribed and state officials have made it clear perfecting a funding plan to close the gap will require significant regional resources. In order to aggressively pursue available federal and state funding sources, the SR 41 project must be amended into the 2006 Measure C Expenditure Plan Rural Tier 1 list of regional projects. To ensure that the remaining projects on the Rural Tier1 list -- Golden State Boulevard, SR 99 interchange at American Avenue and the SR 180 W connection to I-5 -- are not impacted, several funding strategies are being analyzed. Each of the strategies involves generating additional federal and state revenues to supplant Measure C revenue, thereby "holding harmless" our remaining Measure C Rural Tier 1 projects. Some of the strategies being considered to leverage additional state and federal funding include, but are not limited to:

ITIP – The ITIP is funded by 25% of the overall STIP program revenues. The projects are programmed by Caltrans with CTC approval required. Caltrans identifies ITIP projects on the state highway system in consultation with regions. The 2022 STIP development process will begin in June when the CTC releases its fund estimate. Presently, funding levels are unknown, but ongoing discussions with Caltrans/CTC staff to negotiate an appropriate state ITIP commitment to the project is in process. By placing the project in the Measure C Expenditure Plan, the region will be signaling to the CTC that we intend to hit the ground running when the STIP estimates do come out and the negotiation intensifies.

RTIP – This is Fresno COG's regional share of the STIP. In the 2020 STIP, staff programmed anticipated available funding out to FY 2024-25 on the South Fresno Interchange (SR 99 North/Cedar and American Avenue interchanges), leaving a small contingency for SR 41 South. The fund estimates for the 2020 STIP implied there may be an additional \$10 million available in the out years beyond the county target. This funding could be programmed on the South Fresno interchanges to supplant existing Measure C funding, or any additional STIP that might be realized could be programmed directly on SR 41 South. When the 2022 STIP estimates come out in June, staff will have a better idea of how the 2020 estimates panned out and how much new money will be incorporated into our regional target. The STIP cycle occurs every two years, so there will be at least three more cycles to augment the Measure C funding plan and shore up existing Tier I projects before the current Measure sunsets in FY 2026/27.

Federal COVID Relief – Part of the funding will be distributed through Caltrans and part through the Regional MPOs. Statewide discussions are underway on how this distribution will take place. Once the CTC approves guidelines, regional agencies will be able to determine how best to use those funds.

Federal/State Grants/Earmarks- Fresno COG and FCTA will continue to pursue funding for the SR 41 project from existing federal and state grants programs where appropriate. These include potential earmarks, as well as the federal BUILD and INFRA programs, and various SB 1 funding sources at the state level.

Future Federal Infrastructure Funding- President Biden has just released his draft \$2.3 trillion "American Jobs Plan" proposal which would invest in infrastructure of all types -- transportation, broadband Internet, affordable housing, water, electricity transmission, schools, electric vehicles, etc. This funding may eventually present funding opportunities for the SR 41 project.

Measure C “3” Funding- Fresno COG and FCTA staff are engaged in a regional planning process that will seek voter approval for an early renewal of Measure C. If that renewal effort is successful, the SR 41 South gap project could be funded through that mechanism.

This item is being presented to the Fresno COG Board this month as “information/discussion” with a formal Board action on the proposed Amendment No. 6 scheduled for May.

This item was informational only; no further action was required.

F. Access for All Program: Local Access Fund Administrator (Trai Her-Cole) [APPROVAL]

Ms. Her-Cole (FCOG) reported that The California Public Utilities Commission (CPUC or the Commission) created the Transportation Network Company (TNC) Access for All Program to implement Senate Bill (SB) 1376 (Hill: 2018), which directed the Commission to establish a program to address the accessibility of TNC services for people with disabilities, including wheelchair users who need a wheelchair-accessible vehicle (WAV).

The program is funded by a \$0.10 fee collected from every TNC trip and is redistributed to each MPO region to develop programs that incentivize the expansion of on-demand transportation services for people with disabilities including wheelchair-accessible vehicles/rides. Fresno COG is estimated to receive \$90,000 annually from this fund. This first cycle will have approximately \$200,000 to \$300,000 (this is due to the accumulation of funding for multiple years).

On April 2, 2021, the CPUC released the application and [Program Overview & Requirements for Access Fund Administrators](#). The application is due May 1st.

The Access Fund Administrators are required to:

- Maintain a webpage and include information on SB1376 and Access Provider Application Process
- Make a good faith effort to reach out to the local disability community to get their input during the planning process of the Local Access Fund Administrators program.
- Screen applications based on the eligibility requirements outlined in the “Eligibility Requirements for Access Providers” and “TNCs as Access Providers”
- Establish a process for Access Provider competitive solicitation
- Contract with Access Providers
- Develop a process to collect the required data from Access Providers
- Submit Consolidated Quarterly Report
- Submit annual and other quarterly reports to ensure that progress is made toward the broader goals and objectives of the program and SB 1376

Funds would be available to the MPOs by September 30, 2021. If approved by the Board to be the Access Fund Administrator, Fresno COG would proceed with developing a program and start soliciting for access providers. All funds must be obligated by July 2022 and expended by June 2023.

Should Fresno COG decline to serve as the fund administrator, the CPUC would solicit a statewide administrator to oversee the program. The details of that process have not been shared and will be developed after the closing of the local fund administrator application. All funds generated from Fresno County would have to be allocated to providers servicing Fresno County. Any unused funding would be carried over to the next year.

Fresno COG recognizes that due to the complex required reporting criteria, operational infrastructure capabilities, safety/driver training requirements, and insurance coverages, it would require partnerships with implementation agencies that currently have procedures in place to meet the program criteria. Fresno COG discussed the potential funding from this program with rural and urban transit providers and has determined that the funds can be utilized to further support existing services to the disabled community to expand wheelchair-accessible trips with a social services emphasis.

After an opportunity for public comment, Ms. Zieba (Reedley) motioned and Mr. Serpa (Clovis) seconded to recommend the Policy Board approve Resolution 2021-16 authorizing the execution of the certification to serve as the Local Access Fund Administrator for the Access for All Program for the County of Fresno.

III. ADMINISTRATIVE CONSENT ITEMS

There are no Administrative Consent Items.

IV. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

There are no Administrative Action/Discussion Items

V. OTHER ITEMS

A. Items from Staff

There were no items from staff.

B. Items from Members

There were no items from members.

VI. PUBLIC PRESENTATIONS

A. Public Presentations

There were no public presentations.

The meeting was adjourned at 11:06am

Respectfully submitted,



Tony Boren

Public:

Kristen Lohse, Toole Design
Brian Spaunhurst, County of Fresno
Mike Leonardo, FCTA
Mariana Alcarenga

Staff:

Kai Han, Braden Duran, Trai Her-Cole, Les Beshears, Kristine Cai, Robert Phipps, Seth Scott, Brenda Veenendaal, Jen Soliz, Meg Prince, Suzanne Martinez, Peggy Arnest, Santosh Bhattarai, Moses Stites, Janelle Del Campo, Jeff Long, Jeaneen Cervantes