

Policy Advisory Committee

Date: Friday, April 9, 2021
Time: 10:00 AM
Place: COG Ash Conference Room
2035 Tulare St., Suite 201, Fresno, CA

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OUT OF AN ABUNDANCE OF CAUTION REGARDING THE COVID-19 VIRUS THE APRIL 9, 2021, POLICY ADVISORY COMMITTEE MEETING AT 10:00 A.M. WILL BE HELD VIA ZOOM.

JOINING THE MEETING:

IF YOU WISH TO ADDRESS THE COMMITTEE DURING THE PUBLIC COMMENT PORTION OF THE AGENDA, CLICK ON THE "REACTIONS" AT THE BOTTOM CENTER OF YOUR PC OR MAC SCREEN. SELECT THE HAND ICON, CLICK THE ICON TO "RAISEHAND". YOUR DIGITAL HAND WILL NOW BE RAISED.

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THOSE ADDRESSING THE COMMITTEE MUST STATE THEIR FIRST AND LAST NAME AND AGENCY FOR THE RECORD.

TO FACILITATE ELECTRONIC ACCESS, NO PERSON SHALL SPEAK UNTIL RECOGNIZED BY THE CHAIR.

POLICY ADVISORY COMMITTEE

The Policy Advisory Committee will consider all items on the agenda. The meeting is scheduled to begin at 10:00 a.m.

PAC agenda and annotated agenda in PDF format - ALL EXHIBITS ARE AVAILABLE ON WEBSITE

JOINT Transportation Technical/Policy Advisory Committee

A. **Caltrans Report (Caltrans) [INFORMATION]**

I. **TRANSPORTATION CONSENT ITEMS**

About Consent Items:

All items on the consent agenda are considered to be routine and non-controversial by COG staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

A. **Executive Minutes of March 12, 2021 [APPROVE]**

2022 RTP/SCS Environmental Impact Report (EIR) Notice for Preparation (Meg Prince) [INFORMATION]

Summary: On April 1, Fresno COG issued a Notice of Preparation (NOP) for the Program Environmental Impact Report (EIR) for the 2022 RTP/SCS. The NOP informs reviewers of the lead agency's intent to prepare an EIR with a 30-day public comment period. A scoping meeting will be held on April 21, 2021 beginning at 10:00 AM via Zoom video conference. The scoping meeting will provide a brief overview of the EIR process, the project and scope of the EIR, and an opportunity to obtain input from agencies and/or the public on the scope of the EIR.

Below is the anticipated timeline for major milestones of the EIR development.

Milestone	Date
Notice of Preparation Comment Period	April 1-May 3, 2021
NOP Scoping Meeting	April 21, 2021
Draft EIR Released	March 2022
Final EIR Certified	June 2022

The NOP is available for download on Fresno COG's RTP website: planfresno.com.

Meg Prince can be contacted for questions or more information at mprince@fresnocog.org.

Action: Information only. Direction may be provided at the discretion of the TTC/PAC.

Fresno COG Housing Planning Grants Program Application Deadline Extended [INFORMATION] (Meg Prince)

Summary: The deadline for the Fresno COG Housing Planning Grants Program has been extended. **Local governments will have until Friday, April 16, 2021 to submit applications.**

This extension will delay the Scoring Committee and Policy Board approval by approximately one month, with projects now anticipated to be approved in May.

ELIGIBLE ACTIVITIES INCLUDE, BUT ARE NOT LIMITED TO:

- Rezoning
- Environmental studies
- Infrastructure planning

- Pre-approved architectural and site plans
- Process improvements
- ADU ordinances
- Specific plans
- Overlay districts
- General Plan updates
- Establishing Prohousing Policies
- Temporary staffing/consulting associated with proposed tasks

The program guidelines and application are available on Fresno COG's website: <https://www.fresnocog.org/project/fresno-cog-administered-grant-programs/>

Meg Prince can be contacted for questions or more information at mprince@fresnocog.org.

Action: Information only. Direction may be provided at the discretion of the TTC/PAC.

Legislative Update (Trai Her-Cole) [INFORMATION]

2021 Unmet Transit Needs: Public Hearing Announcement [INFORMATION] (Todd Sobrado)

Summary: The 2021 Unmet Transit Needs Assessment Public Hearing will be held on Thursday, April 29, 2021, at the regularly scheduled Fresno COG Policy Board meeting. The hearing is being held for staff and the transit agencies to address any public comments received prior to the Fresno COG Policy Board taking action on the report in June.

Action: Open the public hearing, receive comments, and close the public hearing. The Board may provide additional direction at its discretion.

Obligational Authority and Project Delivery Update [INFORMATION] (Jennifer Soliz)

Summary: On April 1, 2021, Fresno COG staff submitted the federal fiscal year (FFY) 2020/21 Obligation Plan to Caltrans's Division of Local Assistance. This plan documents Fresno COG's estimated project delivery for the remainder of 2020/21. The obligational authority (OA) target for 2020/21 is \$21,785,922.

As of February 28, 2021, \$6,733,450 or 30.9 percent of Federal Congestion Mitigation Air Quality (CMAQ) program and Surface Transportation Block Grant (STBG) funding has been obligated, leaving our region with an estimated OA balance of \$15,052,472. The obligation plan outlines approximately \$17.3 million in additional, combined CMAQ and STBG, which slightly exceeds our OA target but includes approximately \$3 million of delivery risk.

In February, COG staff met with all local agencies to discuss their obligation plans and any changes to programmed projects. Approximately \$3.2 million in projects will be delayed, and another \$3.8 million were expedited to offset those delays. These changes are reflected on the quarterly report attached.

The FFY ends September 30, 2021; however, as of May 1, the federal funds become available to the rest of the state on a first-come, first-served basis. Projects not submitted to Caltrans for authorization by May 1 are at risk of being delayed. It is the state's goal to exceed the OA target and, in August, receive additional federal funds redistributed from other states to projects pending authorization. We encourage all agencies to continue to submit their Requests for Authorization as soon as possible to get in the queue for the funds that will become available. If projects do not receive authorization approval after August, they will be delayed to October 2021, the next federal fiscal year.

Please keep Fresno COG staff updated on any changes that could impact the region's project delivery plan. Contact Jennifer Soliz at 559-233-4148 ext. 223 or jsoliz@fresnocog.org with any questions regarding fiscal year deadlines or the process of obligating project funds.

Action: Information/discussion. The Board may provide additional direction at its discretion.

Quarterly Update on the Fresno-Madera State Route 41 and Avenue 9 Sustainable Corridors Study (Braden Duran) [INFORMATION]

Summary: Fresno COG, in partnership with Madera County Transportation Commission (MCTC), is conducting a study to determine State Route 41's future transportation needs in the City of Fresno, as well as the southern segment in Madera County. In addition, the study is analyzing future transportation needs along the Avenue 9 corridor in Madera County between SR 41 and SR 99.

The study will recommend sustainable improvements to address residents' transportation needs in both counties through multi-modal approaches. Issues to be addressed include mobility, access, safety, and connectivity for all modes of travel, including automobiles, transit, walking, and rolling/cycling.

This project began in July 2020 and is anticipated to conclude in July 2021.

Over the last quarter, consultants IBI Group (along with BluePoint Planning and RSG) have achieved multiple tasks.

- RSG has completed the bi-county model and is in the process of analyzing future year alternative scenarios with IBI Group.
- IBI Group has started to develop sustainable corridor transportation improvements and management strategies in conjunction with input from the project steering committee, public outreach, and bi-county model results.
- Fresno COG and MCTC hosted an open house/workshop via Zoom in February and had over 40 participants.
- The open house interactive activity was then developed into two online surveys and was completed by a combined 250 people from both Fresno and Madera during March.

The online information center is live throughout the project, and can be accessed at the following link: https://www.ibiviz.com/41_9InfoCenter/

Key milestones for the next quarter include finalizing the sustainable corridor transportation improvements and management strategies, finishing the bi-county model future year runs, developing the draft plan, public review for the draft plan, and having the fourth and fifth steering committee meetings. Fresno COG staff is providing quarterly updates for the duration of this project.

All study information and documents can be accessed from: <https://www.fresnocog.org/project/fresno-madera-state-route-41-and-avenue-9-sustainable-corridors-study/>

Action: Information. The Committee may provide further direction at its discretion.

DRAFT Big Sandy Rancheria Extreme Weather and Natural Disaster Emergency Evacuation Plan (Trai Her-Cole) [INFORMATION]

Summary: In 2019 Big Sandy Rancheria (BSR) in partnership with Fresno COG was awarded a Caltrans Adaptation Planning Grant to develop an Extreme Weather and Natural Disaster Emergency Evacuation Plan (BSREVAC) for the rancheria.

The BSREVAC addresses the movement of community members and visitors away from disasters, emergency threats, and situations affecting Big Sandy Rancheria. This Plan is a key component of the Big Sandy Rancheria Emergency Management Program (EMP). The EMP serves as the framework for coordinating and responding to all emergencies and disasters within the Tribe's jurisdiction. This Plan complies with state law and state and federal emergency planning guidance, including the Standardized Emergency Management System (SEMS), National Incident Management System (NIMS), and the Incident Command System (ICS).

The Draft Plan rank hazards, identified critical infrastructure, adaptation strategies, and includes a transportation analysis of the accessibility to existing emergency evacuation routes and new proposed routes. In addition, the plan provides an emergency operations plan detailing coordination of services including transportation of evacuees, communication protocol, resident checklist and post evacuation considerations.

The DRAFT Extreme Weather and Natural Disaster Emergency Evacuation Plan is available for public review at <https://www.fresnocog.org/project/special-studies/>.

For questions or comments, contact Trai Her-Cole at traih@fresnocog.org.

Action: Information only. Direction may be provided at the discretion of the TTC/PAC.

Regional Safety Plan Existing Conditions Report (Trai Her-Cole/Santosh Bhattarai)
[INFORMATION]

Summary: In September 2020, Fresno COG and Kittelson and Associates kicked off the Regional Safety Plan (RSP). The development of a safety plan would assist the region in achieving a safer transportation system for all motorized and non-motorized users in Fresno County by reducing the fatalities and serious injuries.

The Existing Conditions Report is now available for public review. The report provides an overview of existing roadway safety practices, policies and/or initiatives. It also documents the current multimodal roadway safety performance across both incorporated and unincorporated Fresno County (the region). The analysis and findings in this report point to the types of crashes and contributing factors that, if addressed, would lead to the greatest improvements in roadway safety for the region. As such, the findings from the existing conditions analysis will be used to inform the safety strategies (e.g., countermeasures, education program, enforcement strategies) identified for the region to make strides in improving roadway safety.

The report provides a more a breakdown of key findings for Road Users and Severity, Seasonality and Weather impact, Collision Types, Locations, and Primary Collision Factors, Pedestrian and Bicycle Collisions. A detail list of the highest incident location by jurisdiction is included in the appendix.

The next steps for the Regional Safety Plan will focus on two efforts. One effort will identify strategies that address the recurring regional crash trends and patterns. Those strategies will include engineering countermeasures, enforcement strategies, as well as the development of an education program. The other effort will select 20 priority locations across the region that will be used as illustrative safety project opportunities for the region to explore funding and implementation options with its partner agencies.

While the additional technical work above continues forward to inform the RSP's development, there will be ongoing public engagement to gather input from community members about their experiences and observations as it relates to roadway safety. This information will be integrated into the considerations and recommendations for the safety strategies. Ultimately, the technical work and input from the community will be integrated into a Regional Safety Plan the can use to guide policies, plans and projects in improving roadway safety.

The Regional Safety Plan Existing Conditions Report is available at: <https://www.fresnocog.org/project/special-studies/>

For questions or more information, contact Trai Her-Cole at traih@fresnocog.org or Santosh Bhattarai bhattarai@fresnocog.org.

Action: Information only. Direction may be provided at the discretion of the TTC/PAC.

Authorizing Resolution 2021-22 for YARTS FTA Section 5311(f) Funding with Caltrans (Peggy Arnest) **[APPROVE]**

Summary: For Fresno Council of Governments to apply for FTA grants to run YARTS on State Route 41, Caltrans is requesting a resolution authorizing Fresno COG staff to execute and file applications, all certifications of assurance, contracts or agreements, and submit and approve a request for reimbursement.

Action: Staff requests TTC/PAC recommend the Policy Board approve Resolution 2021-13 authorizing Fresno COG staff to submit and approve all necessary documents for FTA Section 5311(f) funding with Caltrans.

II. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. Regional Transportation Plan/Sustainable Communities Strategy

RTP/SCS Strategies and Indicators Public Outreach Survey (Brenda Veenendaal)
[INFORMATION]

Summary: Fresno COG launched the Sustainable Communities Strategy (SCS) Strategies and Indicators survey on March 26, 2021. 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, 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 are being publicized using the following strategies:

- Videos explaining the SCS strategies and indicators on Fresno COG's YouTube channel, posted on social media/websites and sent out via email
- E-newsletters via Constant Contact sent to 5,000+ Fresno COG contacts with requests to forward
- Hard-copy surveys in three languages shared at community events, in-person meetings and via mail
- Hard-copy flyers with QR codes that link to the surveys and public meeting information to circulate within communities
- Email share requests sent from COG staff to members agencies, partnering agencies/businesses
- Public Zoom meetings with recordings to post on social media and websites
- Website posts with videos on PlanFresno.com and FresnoCOG.org
- Organic and boosted posts on Fresno COG's social media channels -- Facebook, Instagram, Twitter, and LinkedIn
- Presentations to community groups and organizations will be made upon request

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 ask for recommendations on the top three scenarios to go forward for SCS modeling and a trimmed-down list of indicators to assess scenario performance.

Action: Information and discussion

B. Measure C TOD Program 9th Cycle Funding Recommendation (Kristine Cai/Trai Her Cole)
(Approve)

Summary: The Transit Oriented 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 20-year lifespan of the Measure. There is approximately \$910,000 available in the program for the 9th funding cycle. There are three sub-programs that projects can be funded under:

1. Capital Improvement Program: infrastructure improvement that supports transit oriented development can be funded under this program
2. Planning Program: Planning activities can be funded under this program to support vibrant and livable communities through investment on transit oriented development.
3. Housing In-fill Incentive Program: Funding under this program can be expended to offset impact fees for qualifying residential development in a transit oriented development setting.

Fresno COG received two funding applications for the 9th 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 a

total of \$1,138,000 to reestablish 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 current terminus at the Broadway connector roadway to intersect with the Merced Avenue extension. The 3- funding requests are \$425,000 (2021), \$425,00 (2022) & \$288 (2023).

The TOD Scoring Committee met on March 17, and recommended to grant \$167,000 for Downtown Selma Revitalization & Strategic Plan project, and \$743,000 for City of Fresno's Merced Street Reconnection project for the 9th Cycle. The Scoring Committee encouraged City of Fresno to come back next year or apply to other funding source for the remaining of the money needed for the Merced Street Reconnection project.

Action: Staff requests that TTC/PAC recommends to the Policy Board that City of Selma be awarded \$167,000 for the Downtown Selma Revitalization & Strategic Plan project and City of Fresno be awarded \$743,000 for the Merced Street Reconnection project for the TOD Cycle 9 as recommended by the TOD Scoring Committee.

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

Summary: Fresno County and the Fresno Council of Governments have developed the 2021 Fresno County Regional Trails Masterplan Update (Plan). The Plan is the result of over a year of community engagement, detailed analyses of existing conditions, and trail system planning and project prioritization. This Plan builds upon the 2018 Fresno County Regional Active Transportation Plan which was 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: enhance livability by integrating trail systems into community activity

Connectivity: develop an accessible and well-connected system of trail routes in urban, rural, and open space areas

Mobility: create active transportation options for recreational and utilitarian trips

Collaboration: collaborate with local jurisdictions, organizations, and the community to plan, coordinate, implement, and maintain a countywide trail system

Economic Development: leverage economic development opportunities for local businesses and tourism by increasing the use of trails

The Plan provides a comprehensive vision for trails projects and priorities in both the near-term and long-term. Trail recommendations were informed by in-depth data analysis; 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.

Action: Staff requests that TTC/PAC recommend the Policy Board accept the Fresno County Regional Trails Plan.

Amendment #6 Fresno County Transportation Authority Measure C Regional Transportation Program (Les Beshears) [INFORMATION]

Summary: State Route (SR) 41 is at least 4 lanes from the Fresno/Madera County line in the north to SR 198 in Kings County to the south, except for a 6-mile, two-lane gap from Elkhorn to the Fresno/Kings County line. SR41 South was a major focus of the Original 1986 Measure C which constructed 16 miles of four-lane freeway and expressway along this corridor in 2000-2001. The California State Department of Transportation (Caltrans) and Kings county improved the corridor on the Kings county side to provide a continuous improvement to the Lemoore Air Base. By 2006 when the

Measure C Extension was passed, only the un-widened six-mile gap remained unconstructed. At that time, Caltrans committed to completing this gap closure with Interregional Transportation Improvement Program (ITIP) funds. Because of this commitment, the project was not included in the 2006 Measure C Expenditure Plan. This was perhaps an oversight as one of the guiding principles of Measure C is to leverage additional state and federal dollars for the region.

Caltrans completed the environmental document and final design for this gap around 2010, however, efforts were suspended when the project was dropped from the State Transportation Improvement Program (STIP) due to a significant decline in State revenues.

Fresno COG and the Fresno County Transportation Authority (FCTA) staff have been working with Caltrans since at least 2017 to obtain the funding necessary to complete this gap. This task was rendered difficult because the project was not officially on the Tier I list of projects eligible for Measure C. Fresno COG typically dedicates any discretionary funding that comes available to projects on this list. However, on the basis the SR 41 gap represents an unfulfilled promise from the original Measure, the region agreed to commit \$2 million in Regional Transportation Improvement Program funds (RTIP) funding for right of way (ROW) acquisition in the 2018 STIP with Caltrans providing \$8 million in ITIP funding to complete Project Specifications and Engineering (PS& E) and ROW. Fresno COG also agreed to consider contributing additional RTIP funds when Caltrans provided ITIP funds to prefect the construction funding. However, ROW acquisition is still in process and no additional funding was added in the 2020 STIP.

Recently there has been significant attention in the local media including public press conferences by state elected officials regarding the two-lane portion of SR41 near the Kings County line stemming from serious accidents. 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 project to address safety concerns. The state is anxious to partner with the Fresno Region to develop a comprehensive funding plan that would include considerable state dollars and a significant Regional contribution. The situation has led the FCTA Board to request Fresno COG consider an amendment to the Measure C Regional Transportation Plan to include SR 41 South as a candidate for Measure C funding on the Rural Tier I list so Measure funds can be used to advance state or federal funds that will come available in future funding cycles.

The current construction estimate, including capital and support costs, is \$61 million.

In addition to the cross-over fatal accidents, the intersections of Elkhorn and Mt. Whitney have higher than expected accident rates. Caltrans has programmed safety projects in the 2020 State Highway Operations Program (SHOPP) to improve the intersections. Caltrans has also agreed to place a temporary concrete barrier on the centerline to prevent head-on collisions. Caltrans also has a candidate project to rehabilitate the pavement within this 2-lane portion of the route. However, the ultimate fix, the proposed widening project, would render some of these improvements mute. Of the total SHOPP funds available, Caltrans has implied \$14.5 million could be put toward the Safety Widening project currently under discussion leaving a \$46.5 million shortfall.

Various strategies are being proposed to fill that funding shortfall but 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. Capturing those regional resources must entail incorporating SR 41 into the Measure C Regional Transportation Plan Rural Tier 1 list. However, a variety of strategies currently being pursued by staff involves generating additional federal and state revenues to swap out with local Measure revenue sources so that existing projects in the Rural Tier 1 List are not impacted. Those projects are Golden State Blvd., SR 99 Interchange at American Avenue, and SR 180 West connection to I5.

Some of the strategies to leverage additional state and federal funding include but are not limited to:

State ITIP – The 2022 STIP process will begin in June when the CTC releases estimates. Presently, funding levels are unknown but ongoing high-level discussions with state officials validate a serious attempt to negotiate an appropriate state ITIP / Regional commitment to the project is in process. By placing the project in the Measure C Regional Transportation Program, the Region will be signaling to the CTC we intend to hit the ground running when the STIP estimates come out and the negotiation intensifies.

State RTIP – This is our regional share of the State STIP. During the 2020 STIP staff programmed anticipated available funding out to 2024-25 on 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 South Fresno Interchange to free up additional Measure or any additional STIP could be programmed directly on SR 41 South. When the 2022 STIP estimates come out in June we will have a better idea of how the 2020 estimates panned out and how much new money will be incorporated into the County 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 2026/27.

Federal COVID Relief – Part of the funding will be distributed through Caltrans and part through the Regional MPOs. Statewide discussions are currently underway on how this distribution will take place. There are indications that part of the state share may be a possible source of funding for SR 41. Distribution of the Regional share must be negotiated among Fresno COG member agencies.

Additional Federal Infrastructure – Currently there is discussion in Washington DC of a new Federal Infrastructure Stimulus bill and we are being queried for candidate projects by congressional officials and have forwarded an information application for SR 41 Excelsior to CALSTA.

Federal Build - An application was recently submitted for South Fresno Interchange for \$25 million in Federal funds. American Avenue is the southern phase of South Fresno Interchange so any federal award to South Fresno Interchange could potentially free up Measure C.

State RMRA Local Partnership Program - The state will be accepting competitive applications for the next round of funding in 2023/24. We recently received \$7 million for the Golden State project in RMRA competitive freeing up Measure C. Any future awards would free up additional funds. FCTA also gets a formula distribution of a couple of million each cycle.

As noted above, there are numerous funding opportunities on the horizon to backstop the current projects on the Measure C Tier I list. As a final contingency, staff has convened an executive committee, working group and hired consultants to guide the development of Measure C III. Unfinished projects on the current Tier I list will have priority to carry over into Measure C III should the economic environment require.

As can be seen from the revenue sources described above, the funding environment for the Measure C Regional Transportation Program is very dynamic and considering the ongoing negotiations with the state for ITIP funding, it is too early to pencil together a specific funding plan for SR 41 South, however, it is specifically because of that negotiation, critical the Region step up to the plate to demonstrate a commitment by amending this project into the Measure C Regional Transportation Program Rural Tier 1 list. Omission of this could mean a forfeit of \$14M - \$25M or more in state funding that otherwise will not be captured by the regional funding plan. It is emphasized, the proposed strategy is to cobble together a funding plan that uses Measure C to leverage additional state and federal funding so delivery of existing projects is not impacted.

Action: This item is proposed for review and comment in April and if approximate will be recommended for adoption in May and forwarded to the Fresno County Transportation Authority for consideration in June. Staff recommends the Policy Board review resolution 2021-14 amending the Measure C Regional Transportation Program Rural Tier I List to add State Route 41 – Excelsior Highway as a candidate project.

III. ADMINISTRATIVE CONSENT ITEMS

About Consent Items:

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IV. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

V. **OTHER ITEMS**

A. **Items from Staff**

B. **Items from Members**

VI. **PUBLIC PRESENTATIONS**

A. **Public Presentations**

This portion of the meeting is reserved for persons wishing to address the Committee on items within its jurisdiction but not on this agenda. **Note: Prior to action by the Committee on any item on this agenda, the public may comment on that item. Unscheduled comments may be limited to three minutes.**