

TRANSPORTATION TECHNICAL COMMITTEE

Date: Friday, July 18, 2014

Time: 8:30 AM

**Place: COG Sequoia Conference Room
2035 Tulare St., Suite 201, Fresno, CA**

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**CONFERENCE CALL-IN INFO:
TOLL FREE NUMBER: 877-455-8688
PARTICIPANT CODE: 278933**

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TRANSPORTATION TECHNICAL COMMITTEE

The Transportation Technical Committee will consider all items on the agenda. The meeting is scheduled to begin at 8:30 a.m.

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 June 13, 2014 Joint TTC/PAC Meeting [APPROVE]

Exhibits:

 ITEM I A

B. FY 2014-15 Transportation Funding Claims [Fawcett] [INFORMATION]

Summary: The Transportation Development Act (TDA) provides for two sources of funding, Local Transportation Funding (LTF) and State Transit Assistance (STA). Transportation funding claims for

member agencies and transit operators throughout Fresno County.

FY 2014-2015 Transportation Funding Claims are being sent to member agencies for processing the following funding apportionments:

LTF:

The Final Estimate of \$30,000,000 is based on the Fresno County Auditor Controller methodology of calculating the tax receipts over the last several fiscal cycles.

STA:

The Final Estimate of the State Transit Assistance (STA) is \$5,334,621; which is \$199,681 lower than the Final Estimate for STA apportionment for the FY 2013/2014 of \$5,534,302. This reduction in apportionment is not as significant as the adjustment of the FY 2013/2014 STA, which was a correction of the overestimation of tax receipts collected during the 2011/2012 fiscal cycle.

Staff will be submitting transportation funding claims for review by TTC/PAC and recommendation for approval by the Fresno COG Policy Board in the upcoming months.

Action: Information. Direction may be provided at the discretion of the Committee.

C. **FY 2014-15 Measure C Funding Claims - Resolution 2014-23 [Beshears] [APPROVE]**

Exhibits:

 ITEM I C

Summary: \$1,619,695 in Measure "C" funds are available in 2014-15 for programs administrated through COG. In accordance with Transportation Authority procedures, Resolution 2014-23 adopts claims for ADA/Seniors/Paratransit, Farmworker Van Pools, Car/Van Pools and Administrative/Planning.

Action: Adopt Resolution 2014-23 approving Measure "C" Claims for ADA/Seniors/Paratransit, Farmworker Van Pools, Car/Van Pools and Administrative/Planning.

D. **Fresno COG Competitive Active Regional Transportation Program Call for Projects [Garza/Monge-Chargin][INFORMATION]**

Exhibits:

 ITEM I D 1  ITEM I D 2  ITEM I D 3  ITEM I D 4

Summary: We are pleased to announce that the Fresno COG Regional Competitive Active Transportation Program Call for Projects is now open!

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates various federal and state transportation programs, including the Transportation Alternatives Program , Bicycle Transportation Account, and State Safe Routes to School, into a single program with a focus to make California a national leader in active transportation.

MPOs with large urbanized areas, such as Fresno COG, had the option of either administering a regional call for projects or delegating that responsibility to the State. The Fresno COG Policy Board recommended that Fresno COG administer its own regional call for projects and develop criteria applicable to our region.

Approximately \$3.9 million of funding is available for Cycle I of the Fresno COG Regional Competitive Active Transportation Program Call for Projects.

Project applications may now be submitted and will be accepted until 4:00 PM on Wednesday, August 27, 2014. An ATP workshop is scheduled for July 29th at 10 AM in the Sequoia Room.

The guidelines, application instructions and application forms are available at <http://www.fresnocog.org/ftip> under Active Transportation Program (ATP). Please share this

information with agencies that may be eligible and interested in applying to this funding program.

Please contact Lindsey Monge-Chargin at 559-233-4148 ext. 205 or lmonge@fresnocog.org if you have any questions relating to this program.

Action: Information. Direction may be provided at the discretion of the Committee.

E. **Call for CTC Annual Report Pictures [Garza] [INFORMATION]**

Summary: The California Transportation Commission is in the process of developing its 2014 Annual Report to the Legislature and would like to include photos of projects throughout the state, recently completed or in construction, where state funding was used to assist in the delivery of the project. If you have photos you would like to submit for consideration for inclusion in the annual report, please email them **by August 1st** to **Rosemary Mejia, Administrative Officer**, Rosemary.Mejia@dot.ca.gov or mail them to:

1120 N Street, Room 2119, MS-52

Sacramento, CA 95814

Office: (916) 653-2128

Fax: (916) 653-2134

<http://www.catc.ca.gov>

When submitting your photos include the project title, location and contributing state funding source.
Please submit high-resolution JPG files.

Action: Information. Direction may be provided at the discretion of the Committee.

F. **State Route 198 Corridor Preservation and Improvement Strategic Plan-Update [Garza] [INFORMATION]**

Summary: In November of 2012, the SR 198 Stakeholder Group was assembled to work toward improvements along the SR 198 corridor, particularly the western portion between I-5 and Lemoore Naval Air Station. The lead agency, Kings County Association of Governments, in partnership with Tulare Association of Governments and Fresno Council of Governments, submitted an application and received a Caltrans Partnership Planning grant to prepare the SR 198 Corridor Preservation and improvements Strategic Plan. The consulting firm of Hatch Mott MacDonald was selected in March to conduct the SR 198 Corridor study.

Plan Development Activity: A project kick-off meeting was held with the consultants and grant partners, as required by the grant, to discuss the project. A kick-off meeting with the SR 198 Corridor Study Stakeholder Advisory Group was held on April 4th to discuss the project and the desired outcomes. This meeting provided valuable information for the consultant and resulted in an interactive discussion surrounding opportunities and constraints within the SR 198 corridor. The consultant is collecting corridor data and will be presenting initial data collection results, along with next steps for the project and a question and answer session at the **2nd SR 198 Stakeholder Advisory Group meeting, which will be held at Harris Ranch from 10am to 11:30am in the Garden Ballroom on Thursday, July 31st.**

Action: Information. Direction may be provided at the discretion of the Committee.

G. **Peer Exchange Event [Terry/Garza/KCai/Veenendaal]**

Summary: On August 20th, Fresno COG will be hosting an information and brain-storming event to discuss background, various products/activities available, lessons learned by others, and benefits and challenges to begin outlining next steps regarding the proposals the Board directed the PAC sub-committee to address in May, and further directed staff to address as part of RTP/SCS implementation efforts following the June 26th adoption of the plan. These items include (1) Infrastructure Needs Assessment; (2) Sustainable Planning and Infrastructure Grant Program; and (3) Natural and Working Lands Conservation Policies applicable to transportation projects.

Participants will include technical COG staff, TTC/PAC members, city and county staff, non-governmental representatives/community-based organizations (healthcare, social justice, business representatives, etc.), elected officials, and others which may be directly contacted based upon their previous experiences or areas of knowledge and expertise regarding any of the three discussion areas. Various speakers will deliver presentations on former, current and on-going programs found in other areas of the State, with the group having opportunities to participate in question-and-answer panel activities, as well as break-out sessions for each specific topic.

The event will be held August 20th, from 12 p.m. – 4:30 p.m. in the Fresno COG Sequoia Room. (Registration, refreshments and networking will be from Noon – 1 p.m., with event activities from 1 p.m. – 4:30 p.m.)

Action: This is an information/discussion item. Direction may be given at the discretion of the Committee.

H. **Prop 84 Update [Terry][INFORMATION]**

Exhibits:

 ITEM I H

Summary: (Prop 84 Round 1) Following is a brief report on the status of Round 1 activities:

- (Task 1) Valley-wide SCS Outreach (Valley Visions) has concluded, with public workshops having been conducted on the individual COG level throughout all eight counties in-line with the media outreach plan. Materials related to the outreach campaign have been made available in multiple languages, with consistent efforts to outreach to environmental justice communities throughout the Valley.

For any questions regarding Valley-wide SCS Outreach activities, please contact Brenda Veenendaal at (559) 233-4148 Ext. 219 or via email at brendav@fresnocog.org.

- (Task 2) Blueprint Integration (BPI) outreach and circuit planning activities to the 46 valley cities with populations under 50,000 concluded in June of 2014.

Utilizing the remaining Task 2 funding (\$42,941.07) consultant EPS has performed pre-analysis (data collection, pro-forma research, stakeholder outreach, etc.) activities associated with the Infill Development Viability Analysis in the Fresno area. In mid-June, Fresno COG received notification from Caltrans regarding the submission of a Partnership Planning Grant that would allow for additional study; however, the grant was not awarded, and staff is currently looking for additional funding to further the analysis. Project activities have included outreach to the development community, data collection, and report preparation. A draft final report has recently been submitted, and is currently being reviewed by staff. Additional details will be delivered in the next agenda.

For any questions regarding Blueprint Integration efforts, please contact Rob Terry at (559) 233-4148 Ext. 222 or via email at rterry@fresnocog.org.

- (Task 3) A Greenprint Update is included in its own Action/Discussion Item within this agenda.

For any questions regarding the Greenprint, please contact Clark Thompson at (559) 233-4148 Ext. 203 or via email at clarkt@fresnocog.org.

(Prop 84 Round 2) Following is a brief report on the status of Round 2 activities:

- (Task 1) A Greenprint Update is included in its own Action/Discussion Item within this agenda.

For any questions regarding the Greenprint, please contact Clark Thompson at (559) 233-4148 Ext. 203 or via email at clarkt@fresnocog.org.

- (Task 2) Model Land-Use Revalidation activities (Model Improvement Program Phase 2) began in January 2014. Fehr and Peers, as the selected consultant, began the activities associated with the project, including data collection and processing, refinement of model input data; and model estimation, calibration, validation and evaluation. In addition, the consultant will oversee all project management and information sharing details. Training activities will also be provided by

the consultant.

For any questions regarding Model Land-Use Revalidation efforts, please contact Mike Bitner at (559) 233-4148 Ext. 216 or via email at mbitner@fresnocog.org.

- (Task 3) SCS Implementation efforts are anticipated to begin in the summer of 2014. Due to the completion of several anticipated Round 2 activities within Round 1, Department of Conservation representatives have approved the re-allocation of line item funds to increase the amount of funding for both SCS printing/duplication for outreach and public involvement, as well as the amount available to assist with RHNA coordination. A total of \$55,000 for RHNA coordination and \$88,674 for SCS printing/duplication reflect the new line items. These amounts are to be allocated to each COG based upon population percentages (utilizing the Planning Center data), similar to other Valley activities in the recent past.

For any questions regarding SCS Implementation activities, please contact Rob Terry at (559) 233-4148 Ext. 222 or via email at rterry@fresnocog.org.

(Blueprint) Following is a brief report on the status of Blueprint activities:

- (Blueprint Integration) Activities associated with the Valley-IMPACS tool kicked-off April 3rd, with several supplementary lunch meetings to solicit additional feedback and involvement throughout the month, in partnership with LGC and AECOM. Enhancements to the IMPACS tool to meet the needs of Valley agencies have recently been completed, with valley-wide training activities for MPO staff scheduled for July 9th.
- (2014 Blueprint Awards) Nomination packages for the 2014 San Joaquin Valley Blueprint Awards have recently been made available. The Office of Community and Economic Development at Fresno State will be organizing the awards this year, and are excited to further their coordinated efforts with agencies throughout the valley. Those interested in submitting projects for consideration can find the nomination and information materials at valleyblueprint.org. Nominations are due by August 29, 2014.

For any questions regarding the above notated items, please contact Rob Terry at (559) 233-4148 Ext. 222 or via email at rterry@fresnocog.org.

Action: This is an information/discussion item. Direction may be given at the discretion of the Committee.

I. **Greenprint Update [Thompson][INFORMATION]**

Exhibits:

 ITEM I I

Summary: Phase I of the Greenprint planning program is soon to conclude. The draft Phase I report was presented to the Greenprint Steering Committee on July 9. Staff will recommend that the San Joaquin Valley COG Directors accept the draft report on August 7 and recommend the Regional Policy accept the report at their meeting in early October to be held in conjunction with their annual Fall Policy Conference. Phase II tasks have been identified (see enclosure) and will be presented to the Steering Committee and Valley COG Directors for review and approval on the dates noted. Once approved, an RFP for consultant services can be issued, hopefully by August of this year. Please contact Fresno COG staffperson Clark Thompson if you have any questions about the Greenprint planning program.

Action: Information item. Direction may be provided at the discretion of the Committee.

J. **Regional Transportation Mitigation Fee Agency Appeal [Beshears][INFORMATION]**

Clovis Herndon LLC – Appeal

Summary: At the June 26, 2014 RTMF Board meeting, Clovis-Herndon LLC appealed a staff determination that their project is subject to the fee. The project is the shopping center development on the northeast corner of Herndon and Clovis Ave. Appellant represents there is approximately

238,337 sq. ft. of commercial retail in this development owned by Clovis-Herndon Center, LLC subject to this appeal calculated at \$467,141, not including the \$25 handling fee. The appeal includes only property owned by Clovis-Herndon, LLC and not property for other owners in the shopping center subject to the fee.

During the hearing, presentations were made by Clovis-Herndon LLC and staff. During the discussion the Policy Board requested an opinion from County Counsel regarding various facts. County Counsel advised the Board to allow the testimony to continue, so all the facts would be in, then close the testimony and table the decision until July so County Counsel could prepare a confidential opinion based on the complete facts presented during the hearing. The public testimony concluded and the issue was tabled. A privileged communication from County Counsel will be sent to Board members prior to the July RTMF Board meeting. Since this appeal is being reheard due to a court ruling, County Counsel recommends that should the Board determine to deny the appeal a second time, they should do so tentatively at the July Board meeting and direct County Counsel to prepare a Finding of Fact for adoption the following meeting.

Action: Information. This item will be heard by the Board at the RTMF meeting, July 31, 2014.

K. **Monthly Grant/Call for Project/Request for Proposals Reminder [Garza] [INFORMATION]**

For the latest information on grants, contact Ishmael Herrera at isherrera@csufresno.edu

U.S. Department of Transportation FTA New Ladders of Opportunity Initiative

Deadline: August 4, 2014

Amount: Varies, \$100 Million Available

Instructions for applying can be found on FTA's Web site at <http://www.fta.dot.gov/bus> and <http://fta.dot.gov/cleanfuels> and in the "FIND" module of GRANTS.GOV.

U.S. Transportation Secretary Anthony Foxx announced the availability of approximately \$100 million in competitive grant funds through the Federal Transit Administration's (FTA) new Ladders of Opportunity Initiative. The funds may be used to modernize and expand transit bus service specifically for the purpose of connecting disadvantaged and low-income individuals, veterans, seniors, youths, and others with local workforce training, employment centers, health care, and other vital services.

Program funds may be used to purchase, replace, or rehabilitate transit buses and vans as well as to modernize or construct bus facilities (such as maintenance depots and intermodal facilities) in urban, suburban, and rural communities. Competitive proposals must also directly address ladders of opportunity for riders, including:

- **Enhancing access to work** for individuals lacking ready access to transportation, especially in low-income communities;
- **Supporting economic opportunities** by offering transit access to employment centers, educational and training opportunities, and other basic needs;
- **Supporting partnerships and coordinated planning** among state and local governments and social, human service, and transportation providers to improve coordinated planning

Funding for FTA's Ladders of Opportunity Initiative is drawn from leftover/remaining discretionary grant funds originally available prior to the enactment of MAP-21, as part of FTA's Bus and Bus Facilities Program. FTA will cover up to 80 percent of the total project cost; a 20 percent local match is required.

A Notice of Funding Availability for the FTA Bus and Bus Facilities Program Ladders of Opportunity Initiative was made available on 6-04-14 in the [Federal Register \(PDF\)](#). For program-specific questions about applying for the programs outlined in the notice, please contact Sam Snead, Federal Transit Administration, phone: (202) 366-1089, fax: (202) 366-3475, or email, Samuel.Snead@dot.gov

San Joaquin Valley Air Pollution Control District Bicycle Infrastructure Incentive Component, Remove II Program

Deadline: Continuous until funding exhausted

Amount: Up to \$150,000

<http://valleyair.org/grants/bikepaths.htm>

The program provides funding for construction of Class I (Bicycle Path Construction) or Class II (Bicycle Lane Striping) projects to assist with the development or expansion of a comprehensive bicycle-transportation network which will provide a viable transportation option for travel to school, work and commercial sites.

California Water Boards

Amount: \$4 million available

<http://www.cdph.ca.gov/certlic/drinkingwater/Documents/Drought/SWRCB%20Drought%20Fact%20Sheet.pdf>

The State Water Resources Control Board (State Water Board) approved \$4 million in funding from the Cleanup and Abatement Account (CAA) to provide interim replacement drinking water for economically disadvantaged communities with contaminated water supplies. In an effort to distribute funds as quickly and efficiently as possible, the State Water Board will coordinate with the Regional Water Quality Control Boards, the California Department of Public Health (CDPH) district offices, the Office of Emergency Services, and other stakeholders (e.g., environmental justice groups, community assistance groups, etc.) to identify those disadvantaged communities that are most at-risk and would benefit from financial assistance.

Central Valley Project Conservation Program and Central Valley Project Improvement Act Habitat Restoration Program

Amount: \$25,000-\$1,000,000

Deadline: September 30, 2014

Agency: Bureau of Reclamation

Protect and restore native habitats impacted by the CVP and stabilize and improve populations of native species

<http://www.grants.gov/web/grants/view-opportunity.html?oppld=256233>

EPA Air Pollution Monitoring for Communities

Deadline: October 7, 2014

Amount: Varies, up to \$750,000

The U.S. Environmental Protection Agency (EPA), as part of its Science to Achieve Results (STAR) program, is seeking applications proposing research on empowering communities and individuals to take action to avoid air pollution exposure, using low-cost portable air pollution sensors. Specifically of interest is research on using low-cost portable sensors to understand and avoid air pollution exposure, on the ways communities and individuals interact with air pollution sensors and their data, on methods for understanding and managing the quality of data from air pollution sensors, and on how sensors and sensor networks compare to existing state-of-the-art air quality monitoring methods.

<http://www.grants.gov/web/grants/view-opportunity.html?oppld=257069>

II. TRANSPORTATION ACTION / DISCUSSION ITEMS

A. Cap and Trade [Garza] [Higgins] [INFORMATION]

Exhibits:

 ITEM II A

Summary: The AB 32 Scoping Plan identifies a cap-and-trade program as one of the strategies

California will employ to reduce the greenhouse gas (GHG) emissions that cause climate change. This program will help put California on the path to meet its goal of reducing GHG emissions to 1990 levels by the year 2020, and ultimately achieving an 80% reduction from 1990 levels by 2050. Under cap-and-trade, an overall limit on GHG emissions from capped sectors will be established by the cap-and-trade program and facilities subject to the cap will be able to trade permits (allowances) to emit GHGs. The California Air Resources Board (ARB) has designed a California cap-and-trade program that is enforceable and meets the requirements of AB 32. The development of this program included a multi-year stakeholder process and consideration of potential impacts on disproportionately impacted communities. The program starts on January 1, 2012, with an enforceable compliance obligation beginning with the 2013 GHG emissions.

Scope

- Program covers about 350 businesses, representing 600 facilities
- Starts in 2013 for electric utilities and large industrial facilities
- Starts in 2015 for distributors of transportation, natural gas and other fuels
- Designed to link with similar trading programs in other states and regions

The cap

- Set in 2013 at about 2 percent below the emissions level forecast for 2012
- Declines about 2 percent in 2014
- Declines about 3 percent annually from 2015 to 2020

The Governor signed the budget for FY 2014/2015 that included the first investment plan for Cap and Trade auction revenues. The cap and trade brief enclosed outlines the main points of interest for regional transportation planning agencies, summarizes the scope of key programs, and provides selected language from SB 852 (allocations) and SB 862 (cap and trade program trailer bill).

Two categories (totaling 60% of future revenues) get multi-year allocations:



1. Transit, Housing, and Sustainable Communities (35%)
2. High-Speed Rail(25%)
3. Other program areas will be subject to the annual budget process

Bill Higgins of CALCOG will provide an update on the Cap and Trade Program and will discuss the next steps in the process. He will also briefly discuss related bills that are currently moving forward at the state level.

Action: Information. Direction may be provided at the discretion of the Committee.

B. Amendment to Fresno Modeling Development and Support Contract [Bitner][APPROVE]

Exhibits:

 ITEM II B  ITEM II B

Summary: Contract amendment for Fresno COG transportation model technical assistance and development of advanced Activity Based Model.

In September 2012 Fresno COG awarded a contract to Fehr & Peers Transportation Consultants for "Continued Transportation Model Development and Support". The scope of the contract is to provide for trouble shooting of modeling problems, review of modeling assumptions and model refinements and the continuation of development of the Fresno COG advanced Activity Based Model. The contract currently is scheduled to run through June of 2016 and is recommended to be extended to June 30, 2017. Technical modeling issues and the need for unanticipated modeling assistance with the development of the Fresno County Regional Transportation Plan and Sustainable Community Strategies (RTP/SCS) required utilizing the technical assistance of the modeling consultant in their development. The nearly 2 years of technical assistance provided by Fehr & Peers utilized nearly all the money allocated for the proposed model improvements and development of the Activity Based Model.

As part of this contract Fresno COG is developing an advanced Activity Based Transportation Model. This model, when completed, will provide significantly improved analysis of smart growth and will help

us to better understand the effects of smart growth on greenhouse gases. Development of the advanced "Activity Based Model" will also enable us to use the model to determine and understand the effects of policy decisions on air quality. Completion of the Activity Based Model is vital in development of our future RTPs along with the Sustainable Community Strategies, Environmental Justice Analysis and Transportation Conformity Findings.

Funds for this project are contained in our 2014-15 Overall Work Program.

Action: Staff recommends approval of the contract amendment with Fehr & Peers in the amount of \$150,000 for the model development and support contract.

C. **Retrofit Soundwall Corridor Study[Garza][AUTHORIZE]**

Exhibits:

 ITEM II C 1  ITEM II C 2  ITEM II C 3

Summary: On April 28, 2014, an RFP was released seeking qualified consultants with experience in preparing soundwall studies in response to increased public inquiry regarding the mitigation of noise levels from local freeways, Fresno COG solicited proposals from qualified consultants to prepare a Retrofit Soundwall Corridor Study for qualifying existing residential developments along eligible portions of the existing state routes throughout Fresno County and where noise impacts are directly related to traffic. While some of these locations were analyzed by Caltrans several years ago, many of these locations require reevaluation in light of growing traffic on the state highways adjacent to these locations. The goal of the study is to utilize this data to provide relief to affected communities on a prioritized basis, relying on existing detailed data documenting noise impacts and on new collected data. The project will undertake a review of locations where noise impacts may be severe but remain unquantified and will reassess all previously studied locations where noise barriers have been evaluated but have not yet been designed and constructed.

Fresno COG received 4 qualifying proposals. Proposals were received from:

1. ILLINGWORTH & RODKIN, INC
2. WILSON IHRIG& ASSOCIATE
3. LSA ASSOCIATES INC
4. URS

On June 20, 2014 a proposal evaluation team comprised of 8 evaluators reviewed and scored the 4 proposals received. The evaluators consisted of Janet Dailey- Design Division Manager for Fresno County, Jill Gormley and Scott Tyler- Traffic Engineers for the City of Fresno Public Works, Ken Romero- Caltrans Sr. Noise Engineer, Peggy Arnest- Planner, Fresno Council of Governments, Dave Peters-Engineer for Peters Engineering (also the city engineer for the cities of Fowler and Kingsburg), Gary Horn, Engineer for Yamabe and Horn (also the city engineer for the City Kerman). The proposals were distributed to the evaluation team members in advance of the June 20th meeting with the purpose of having the proposals reviewed and scored prior to convening as a group. Though all four consulting firms were highly qualified, the evaluation team is recommending LSA Associates Inc. to perform the Fresno County Retrofit Soundwall Corridor Study based on their high scoring proposal that included high technical merit, the overall understanding of the project and the amount of current and recent experience with similar projects conducted in compliance with Caltrans/FHWA that analyzed traffic noise and evaluated the potential for noise reduction mitigation. Furthermore, LSA Associates Inc. received positive references regarding the quality of work, management of budget and schedule and the attentiveness to project needs. Though not an eligibility requirement or a scoring criteria, the evaluators highlighted that LSA is a local firm and the close accessibility to staff throughout the project would be beneficial.

Action: Staff recommends authorizing the Executive Director to negotiate a scope of services and to enter into a contract with LSA not to exceed \$100,000 to conduct the Fresno County Retrofit Soundwall Corridor Study

D. **Freeway Service Patrol Update [Thompson] [AUTHORIZE]**

Exhibits:

 ITEM II D

Summary: The Fresno Freeway Service Patrol (FSP) is operated pursuant to a Memorandum of Understanding (MOU) among the California Highway Patrol (CHP), the State Department of Transportation (Caltrans) and the Fresno Council of Governments (FCOG). The original MOU was dated March 8, 1993, and amended on May 29, 1997. The CHP is requesting the MOU again be amended in order to more accurately describe the manner in which the program actually operates, clarify the different responsibilities of the FSP partners, and correct incorrect language and references. FCOG staff has met with representatives of CHP and Caltrans to discuss and agree upon proposed substantive changes as follows:

- Establishing the FSP Partners Advisory Committee, with representation on the Committee from Caltrans, FCOG and CHP, and the FSP tow operator as appropriate. This Committee shall guide program development, implementation, operation, evaluation and public relations. It replaces the Policy Committee, the Technical Committee, and the Public Affairs Committee, all of which are listed in the current MOU, and more accurately reflects the manner in which the FSP Partners operate. Fresno's FSP program is a small program relative to most others throughout the state, and has never utilized the cumbersome committee structure more appropriate for the larger programs. Contractor selection, contract execution, and policy matters related to the Fresno FSP program shall remain the responsibility of the COG Policy Board, with input from COG committees and the FSP partners.
- Clarifying that it is the sole responsibility of the CHP, and not the joint responsibility of the CHP and Caltrans, to provide training to FSP tow contractors and operators.
- Clarifying that the Fund Transfer Agreement, the instrument by which funds are transferred to fund the FSP tow contract, is entered into between Caltrans and FCOG only and not the CHP.

Rather more minor additional changes to the MOU include changing the name of our agency from Council of Fresno County Governments (COFCG) to Fresno Council of Governments (FCOG); correcting the Vehicle Code citation that allows the CHP to be responsible for FSPs stopping on freeways for the purpose of rapid removal of impediments to traffic; removing the reference to Joint Operational Policy Statements, Annexes C and H, which are no longer relevant; referencing Fund Transfer Agreement rather than Cooperative Agreement with regard to the transfer of funds to fund the FSP contract; and, clarifying the purpose of the reporting and verification system. The amended MOU is included as an enclosure.

Action: Staff recommends that the Policy Board authorize Fresno COG Executive Director to execute the Memorandum of Understanding regarding the Freeway Service Patrol program.

E. **Measure "C" Regional Transportation Plan Update [Beshears] [ADOPT]**

Exhibits:

 ITEM II E

Summary: On June 25, 2014 the Measure "C" Regional Transportation Plan subcommittee met to review the updated plan. The staff report for that meeting is provided.


Urban Plan recommendations – Project delivery for major projects is consistent with the previous adopted plan, however construction for SR 41 Tulare to "O" Street Aux lanes is advanced two years to 2020/21. Veterans Blvd. remains in 2019/20. Various minor cost and schedule adjustments are programmed per recommendations by Caltrans, Fresno and Clovis. Design for SR 41 Tulare to "O" Street Aux lanes and Environmental for SR 99 North/Cedar Interchange is advanced to 2014/15.

Rural Plan recommendations - Project delivery for major projects is consistent with the previous adopted plan, however, unprogrammed funds were identified that may available to fully fund Golden State when the design phase is done. At the completion of the 30% design phase, \$23.9 million in cost cuts were made to bring the project within the amount initially programmed in the Measure. However, it now appears there may be enough to complete the project as initially envisioned. In coordination with Fowler, Selma, Kingsburg, and the County, staff is developing an RFP to do the final design. The total cost to deliver the project will be better known during a subsequent update.

Action: Staff recommends the Policy Board adopt and forward to the Transportation Authority the updated Measure "C" Regional Transportation Plan.

F. **Highway Trust Fund [Garza][INFORMATION/DISCUSSION]**

Exhibits:

 ITEM IIF 1  ITEM IIF 2

Summary: The Highway Trust Fund, which is financed by gasoline taxes and pays for transportation and infrastructure projects, is set to run out by the end of the summer. In general, the fund is headed towards insolvency because the spending on transportation and infrastructure projects exceeds the amount of revenues collected from the gas tax, which has not been raised since 1993. If the fund dries up, it could have dire consequences for the economy and cost the country hundreds of thousands of jobs, according to some estimates. Thus far, Congress has not been able to agree on a solution, and the federal government has increased its warnings to the states. The Obama administration has estimated as many as 700,000 jobs could be lost and about 112,000 active construction projects could be affected by either being delayed, deferred, or halted. Several solutions have been proposed such as passing a four-year, \$302 billion infrastructure plan proposed by the Administration, drastic spending cuts, or an increase to the gas tax by at least 10 cents per gallon. The most likely solution expected is a short-term extension to help the fund get through the end of the year. Senate Finance Committee Chair Ron Wyden released a proposal that would infuse about \$9 billion into the fund through offsetting methods aimed at increasing revenue through tax compliance and higher taxes on heavy trucks, among others. Senate leadership seems to be open to a short-term solution.

Absent Congressional action on the insolvency of the Highway Trust Fund, USDOT Secretary Anthony Foxx released a memo stating that the Department will begin implementing cash management procedures for the highway programs beginning August 1, 2014. USDOT will limit payments to manage the reduced levels of cash available in the Trust Fund. This means, among other things, that the Federal Highway Administration will no longer make "same-day" payments to reimburse States. All programs from the Highway Account of the Highway Trust Fund, including Federal-aid will be affected by the shortfall including all state apportioned and allocated funding. Foxx also warned that states should expect about a 28% cut in federal funding for construction projects. *It does not apply to General Fund program reimbursements such as ARRA, Emergency Relief (supplemental General Fund portion only), and TIGER.*

These cash management procedures will begin on August 1, 2014, for programs funded out of the Highway Account, with States receiving notification of their first proportional share on August 11, 2014. This process will be repeated twice a month as additional tax receipts are deposited into the Trust Fund. At the beginning of each semi-monthly cycle, States will receive a new cash allocation. USDOT will continue to administer this process until Congress reaches a solution that provides adequate resources to the Highway Trust Fund. Some states have decided not to start construction, due to the probable chance that there will be bills they can't afford and unfinished projects without funding.

The Federal Highway Administration has provided specific guidance on how they will implement this cash management plan. These details are on the U.S. Department of Transportation's website located at: <http://www.dot.gov/highway-trust-fund-ticker> in the related links and related documents section.

Please note:

While the memo from Secretary Foxx was specifically directed to State Department of Transportation officials, it is recognized that transit agencies depend on funding from the Mass Transit Account. In the event that the shortfall continues into the fall, the Mass Transit Account will also reach a critical point. Although at this point there is no precise date for implementing cash management procedures for the Mass Transit Account, the Department will be providing specific guidance on the Federal Transit Administration's approach in managing the resources available to transit agencies when deemed appropriate.

Enclosed are two letters from Caltrans Director Malcolm Dougherty. One letter was sent on June 27, 2014 and is addressed to the California Congressional Delegation regarding the insolvency situation with the Highway Trust Fund and the other letter is addressed to transportation partners outlining USDOT's reimbursement plan.

Action: Information. Direction may be provided at the discretion of the Committee.

G. **Rail Update [Thompson/Boren] [INFORMATION]**

Summary: Staff will give an update at the meeting.

Action: Information. Direction may be provided at the discretion of the Committee.

III. **OTHER BUSINESS**

A. **Items from Staff**

1. Fresno COG Policy Board will meet on July 31st
2. No August Meetings

B. **Items from Members**

IV. **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 3 minutes.**

PRESENTATIONS

JOINT Transportation Technical Committee / Policy Advisory Committee

The TTC and the PAC will meet as a joint Committee to consider scheduled public presentations brought before the Committees. This portion of the meeting is scheduled to begin at 10:00 a.m.

1. **Caltrans Report [CALTRANS]**

Exhibits:

 Caltrans Qtr Report

Summary: Caltrans staff will give an update at the meeting. A copy of the Caltrans Quarterly Report is included as an exhibit to this item.

Action: This is an information item. Direction may be provided at the discretion of the Committee.

2. **Caltrans Presentation on the Notices of Proposed Rulemaking – Thomas Schriber [INFORMATION]**

Exhibits:

 PRESENTATION 2 (1)  PRESENTATION 2 (2)

Summary: In April, Fresno COG staff included an agenda item discussing the Notices of Proposed Rulemaking (NPRMs). In March 2014, the US Department of Transportation (USDOT) published two interrelated NPRMs in the Federal Register as required by the Moving Ahead for Progress in the 21st Century Act (MAP-21) relating to Safety Performance Measures and the Highway Safety Improvement

Program (HSIP). These two NPRM's put in place a national performance management framework to be implemented by states and MPOs over the coming years. States are required to set one statewide target for each measure identified in the NPRMs, and also have the option of setting separate targets for all of its urbanized areas and non-urbanized areas. After the states set targets, MPOs will have 180 days to set their own targets. MPOs must coordinate with their state in setting targets and determining how best to provide the data for the state to use in its own process. Staff provided the timelines for comment on these NPRM's. However, in late May, the USDOT extended the comment period to June 30, 2014 instead of the original May 27th and June 9th. Caltrans held several meetings throughout the comment period soliciting input from stakeholders, the regions, and other interested members of the public and submitted the two formal comment letters that are enclosed in this agenda item.

Furthermore, on June 2nd, U.S. DOT released the NPRM on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning and a Notice of Policy Guidance: Metropolitan Planning Organizations. FHWA and FTA issued a proposed planning rule to implement MAP-21's statutory requirement that states and MPOs integrate a performance-based approach to planning and programming; improve the metropolitan planning processes through better public cooperation with states and metropolitan officials and provide flexibility for states to designate new rural transportation planning organizations; change the structure of representation at large MPOs; encourage voluntary scenario planning; and codify the process for programmatic mitigation plans. Once U.S. DOT finalizes all the performance measure rules, under the proposal released on June 2nd, MPOs will be required to reflect their performance targets in their long-range metropolitan transportation plans, while states would be encouraged to do the same with their long-range statewide transportation plan. This means that MPOs would be required to describe the performance targets, evaluate the condition and performance of the transportation system and report on their progress towards achieving their performance targets in their long-range transportation plans. States are encouraged to include similar information.

The rule is open for public comment for 90 days, which ends September 2nd. You can access the NPRM [here](http://www.dot.ca.gov/hq/transprog/map21/NPRM/MAP21_Anticipated_Release_Schedule_6-2-14.pdf). The anticipated release schedule of all NPRMs is available at http://www.dot.ca.gov/hq/transprog/map21/NPRM/MAP21_Anticipated_Release_Schedule_6-2-14.pdf

Caltrans staff will provide an update on the NPRMs and will discuss the two formal comment letters submitted to the docket.

Action: Information. Direction may be provided at the discretion of the Committees.

3. **Millerton Road [Granville Homes] [INFORMATION/DISCUSSION]**

Summary: Background: Millerton Road is a two lane roadway that is situated between the community of Friant (on the west) and Auberry Rd. (on the east). The road provides the primary access to Millerton State Park, Table Mountain Casino, Eagle Springs Golf Course, the residential community of Brighton Crest, and the Millerton "New Town" area. The roadway needs to be expanded to a 4 lane facility and the engineering plans and environmental work has been completed and certified. The roadway carries a variety of traffic types including commuter traffic, recreational traffic, and heavy truck traffic. Current traffic counts for Millerton Road exceed VTD. The traffic accident rate on Millerton Road is higher than other roadways in the area with smaller traffic volumes.

Purpose/ Goal :

The purpose for the presentation is twofold. First TTC/PAC are key committees of the COG and Millerton Road is a rural roadway of Regional significance. TTC/PAC members should know what Granville Homes is attempting to do and welcomes comments/suggestions. Second, Granville believes that its efforts will be beneficial to Fresno County and would appreciate your support.

Granville's goal is to position the 4 lane improvement project in a way that it may qualify for a unique fund that is administered by the Federal Department of Transportation. These funds are only available to recognized Native American tribes of which Table Mountain is one.

Any support letters, proclamations, resolutions etc., are going to be helpful to this effort.

In addition to TTC/PAC, Granville will be approaching the COG Policy Board, and the Fresno County Board of Supervisors.

Action: Information/discussion. Direction may be provided at the discretion of the Committee.

4. **Prop 218 [Rudd] [INFORMATION]**

Summary: Bruce Rudd and Fresno City Attorney Doug Sloan will give a short presentation relating to Prop 218, the legal challenge Fresno is facing regarding water rates.

Action: Information. Direction may be provided at the discretion of the Committee.

5. **Transportation for America (T4America) – Ryan Wiggins [Garza] [INFORMATION]**

Exhibits:

 Presentation 5 (1)  Presentation 5 (2)

Transportation for America (T4A) is an alliance of elected, business and civic leaders from communities across the country, united to ensure that states and the federal government step up to invest in smart, homegrown and locally-driven transportation solutions. Transportation for America is the leading national organization focused exclusively on winning local communities more funding and authority to address their transportation needs.

T4A supports the efforts of entities such as municipalities, counties and metropolitan planning organizations to collaborate with business-sector and non-profit members and to reach their goals of creating integrated, locally-driven transportation solutions. T4America provides members with the benefit of timely insight and information on federal policy, timely information and insightful analysis of pressing federal transportation policy issues before both the legislative and executive branches of government. Transportation for America is working to empower cities, towns and suburbs to build strong economies and communities. Local leaders have the vision to make smart investments that promote economic success to benefit everyone, from the business community to the lowest-wage worker so they work with local leaders for advancement on five key fronts:

1. **INVESTMENT:** Help secure sufficient state and federal transportation funding for infrastructure to move freight to market and people to jobs.
2. **LOCAL CONTROL:** Advocate for federal and state policy changes that will give local communities more authority and funding to spur innovation and strengthen their economies.
3. **INNOVATION:** Provide research and peer-to-peer information sharing to help local communities develop and take advantage of new and “outside the box” approaches to solving their transportation planning, funding and financing challenges.
4. **OPTIONS:** Help communities adapt to changes in market preferences, technology and travel patterns that are driving a new consumer demand for a range of transportation options, from managed highway lanes to public transportation to walkable neighborhoods.
5. **ACCESS TO JOBS:** Advocate for transportation policies that help employers expand access to workers, attract new talent, and ensure that workers of all wage levels can reach their jobs with the lowest possible cost and stress.

Ryan Wiggins, California Organizer for Transportation for America, will give a presentation on the status of the Federal Highway Trust Fund which will run out of funds this summer and the prospects for a new federal transportation bill. He will highlight the potential for short- and long-term fixes to ensure that federal funding is not cut below current levels. He will also lay out the need to increase long-term investments to achieve economic development and the potential mechanisms to raise the revenues to do so. The presentation will also include a short description of Transportation for America's efforts to increase local control over federal transportation funding.

Action: Information. Direction may be provided at the discretion of the Committees.