

**Fresno COG Policy Board**

**Date: Thursday, July 31, 2014**

**Time: 5:30 PM**

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

**Americans with Disabilities Act (ADA) Accommodations**

The Fresno COG offices and restrooms are ADA accessible. Representatives or individuals with disabilities should contact Fresno COG at (559) 233-4148, at least 3 days in advance, to request auxiliary aids and/or translation services necessary to participate in the public meeting / public hearing. If Fresno COG is unable to accommodate an auxiliary aid or translation request for a public hearing, after receiving proper notice, the hearing will be continued on a specified date when accommodations are available.

**AB23 Requirement:** In accordance with the Brown Act and AB23 the amount of stipend paid to members for attending this meeting of the Fresno Council of Governments Policy Board is \$100.

**PLEASE TURN ON MICROPHONE BEFORE SPEAKING**

**FCRTA MEETING WILL FOLLOW FRESNO COG POLICY BOARD AND REGIONAL TRANSPORTATION MITIGATION FEE AGENCY MEETINGS**

**Exhibits:**

 July 31 2014 RTMF Meeting Package

 July 31 2014 FCRTA Meeting Package

**AGENDA AND ANNOTATED AGENDA IN PDF FORMAT FOR PRINTING**

**RECOGNITION:**

Barbara Steck, Deputy Director

**Fresno COG Sitting as the Transportation Policy Committee**

**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. 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 Policy Board.

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

**Exhibits:**

 ITEM I B

**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 Vanpools, Car/Van Pools and Administrative/Planning.

**Action:** TTC/PAC and Staff recommend adoption of Resolution 2014-23 approving Measure "C" Claims for ADA/Seniors/Paratransit, Farmworker Vanpools, Car/Van Pools and Administrative/Planning.

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

**Exhibits:**

 ITEM I C 1    ITEM I C 2    ITEM I C 3    ITEM I C 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 29<sup>th</sup> 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](mailto:lmonge@fresnocog.org) if you have any questions relating to this program.

**Action:** Information. Direction may be provided at the discretion of the Policy Board.

**D. Notices of Proposed Rulemaking Update [Garza] [INFORMATION]**

**Exhibits:**

 ITEM I D 1  ITEM I D 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 NPRMs 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 performance 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. Once targets are established local agencies will have to address them in their TIPs and report on progress towards achieving the 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 27<sup>th</sup> and June 9<sup>th</sup>. 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 2<sup>nd</sup>, 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 2<sup>nd</sup>, 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 2<sup>nd</sup>. You can access the NPRM [here](#). 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](http://www.dot.ca.gov/hq/transprog/map21/NPRM/MAP21_Anticipated_Release_Schedule_6-2-14.pdf)

**Action:** Information. Direction may be provided at the discretion of the Policy Board.

**E. 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 31<sup>st</sup>.**

**Action:** Information. Direction may be provided at the discretion of the Policy Board.

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

**Summary:** On August 20<sup>th</sup>, 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 26<sup>th</sup> 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 20<sup>th</sup>, 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 Policy Board.

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

**Exhibits:**

 ITEM I G

**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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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 3<sup>rd</sup>, 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 in draft form, with valley-wide training activities for MPO staff taking place on July 9th. The consultant will now make final revisions to the tool, based upon the feedback received during training, and deliver the final product in August. The completed tool will be presented to the COG Director's for their acceptance in early September, and will then be housed on the Blueprint Toolkit website for open-source.
- (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 [http://www.fresnostate.edu/socialsciences/geography/crpc/documents/SJV\\_BlueprintAwards\\_2014\\_NominationsPacket.pdf](http://www.fresnostate.edu/socialsciences/geography/crpc/documents/SJV_BlueprintAwards_2014_NominationsPacket.pdf), or by visiting [valleyblueprint.org](http://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](mailto:rterry@fresnocog.org).

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

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

**Exhibits:**

 ITEM I H

**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 Policy Board.

I. **Monthly Grant/Call for Project Reminders [Garza] [INFORMATION]**

For the latest information on grants, contact Ishmael Herrera at [isherrera@csufresno.edu](mailto: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.govbus> and <http://fta.dot.govcleanfuels> 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](mailto: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. Amendment to Fresno Modeling Development and Support Contract [Bitner][APPROVE]**

**Exhibits:**

 ITEM II A

**Summary:** Contract amendment for Fresno COG transportation model technical assistance and development.

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 continued assistance with development of the Fresno COG advanced Activity Based Model. The contract currently is scheduled to run through June of 2016.

Technical modeling issues and the unanticipated need for modeling assistance with the development of the Fresno County Regional Transportation Plan (RTP), the Sustainable Community Strategies (SCS) and the Environmental Justice Analysis required utilizing the technical assistance of the modeling consultant in the their development. The nearly 2 years of technical assistance provided by Fehr & Peers in the development of the RTP and SCS utilized nearly all the money available and did not directly address our original needs, and we still have plenty of needs to address.

Funds for this project are contained in Fresno COG's FY2014-15 Overall Work Program.

**Action:** TTC, PAC and Staff recommend approval of the contract amendment with Fehr & Peers in the amount of \$150,000 and extending the completion date until June 30, 2017.

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

**Exhibits:**

 ITEM II B 1    ITEM II B 2    ITEM II B 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 20<sup>th</sup> 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:** PAC and Staff recommend 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

C. **Freeway Service Patrol – Revised Memorandum of Understanding [Thompson]**  
**[AUTHORIZE]**

**Exhibits:**

 ITEM II C

**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:** PAC and Staff recommend the Policy Board authorize the Fresno COG Executive Director to execute the Memorandum of Understanding regarding the Freeway Service Patrol program.

D. **Measure “C” Regional Transportation Plan Update [Beshears] [ADOPT]**

**Exhibits:**

 ITEM II D

**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 adjustment 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 (Option 1) however a second option was identified during the committee discussion to demonstrate that unprogrammed funds may be 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:** TTC/PAC and Staff recommend the Policy Board adopt and forward to the Transportation Authority the updated Measure "C" Regional Transportation Plan.

#### E. **Cap and Trade [Garza] [INFORMATION]**

##### **Exhibits:**

 ITEM II E

**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 started on January 1, 2012, with the enforceable compliance obligation beginning with the 2013 GHG emissions.

##### **Scope**

- Program covers about 350 businesses, representing 600 facilities
- Started 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

The Strategic Growth Council will be holding a series of hearings on the development process of the Cap and Trade guidelines and though it has not been confirmed, it is expected that one of the hearings will be held in Fresno on August 14<sup>th</sup>. Details on this event will be forthcoming once they become available.

**Action:** Information. Direction may be provided at the discretion of the Policy Board.

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

**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 that would provide funding through May 2015.

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. *It does not apply to General Fund program reimbursements such as ARRA, Emergency Relief (supplemental General Fund portion only), and TIGER.*

States will receive 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 or until Congress reaches a solution that provides adequate resources to the Highway Trust Fund. At the beginning of each semi-monthly cycle, States will receive a new cash allocation. . 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:

It is recognized that transit agencies depend on funding from the Mass Transit Account so 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 regarding the insolvency situation and the other outlining USDOT’s reimbursement plan.

James Corless, *Director of Transportation for America* from the DC office, will give a presentation on the status of the Federal Highway Trust Fund 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/discussion. Direction may be provided at the discretion of the Policy Board.

G. **Millerton Road [Granville Homes] [DIRECTION]**

**Exhibits:**

 ITEM II G

**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 have 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 the 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 welcome comments/suggestions. Second, Granville Homes believe that its efforts will be beneficial to Fresno County and would appreciate the COG Policy Board's 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. Granville believes that any support letters, proclamations, resolutions etc., are going to be helpful to this effort.

In addition to presenting to TTC/PAC and the COG Policy Board, Granville will be making a similar request to the Fresno County Board of Supervisors.

Granville Homes has provided a sample resolution identifying the issues Granville wishes to highlight.

**Action:** Information/Direction. Direction may be provided at the discretion of the Policy Board.

H. **Caltrans Report [CALTRANS]**

**Exhibits:**

 ITEM II H

**Summary:** Caltrans staff will provide a verbal update. The Caltrans Quarterly Report is included as an exhibit.

**Action:** This is an information item. Direction may be given at the discretion of the Policy Board.

**Fresno COG Sitting as the Fresno Council of Governments Policy Board**

III. **REAFFIRM ALL ACTIONS TAKEN WHILE SITTING AS THE TRANSPORTATION POLICY COMMITTEE**

IV. **ADMINISTRATIVE 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 26, 2014 [APPROVE]**

**Exhibits:**

 ITEM IV A

**B. Monthly Legislative Update [Garza] [INFORMATION]**

**Exhibits:**

 ITEM IV B

**Summary:** To locate current and past year **state bill information** go to the Official California Legislative Information webpage at: <http://www.leginfo.ca.gov/>

To locate current and past year federal bill information go to THOMAS, The Library of Congress's bill information website (in the spirit of Thomas Jefferson) at: <http://thomas.loc.gov/>

Please contact staff person, Melissa Garza, if you have any questions or comments.

**Action:** Information. Direction may be provided at the discretion of the Policy Board.

**C. Regional Clearinghouse [Arnest] [APPROVE]**

**Exhibits:**

 ITEM IV C

	<b>Project</b>	<b>Applicant</b>
1.	Emergency Community Water Assistance	New Auberry Water Association
2.	Fresno County Agricultural Marketing Augmentation Program	Fresno EOC

**Summary:** Your agenda package includes this month's Clearinghouse Calendar containing "Project Notification and Review Reports" for grant proposal.

1. *Emergency Community Water Assistance – well construction and temporary water hauling – Federal: \$400,000, - Total \$400,000*
2. *Fresno County Agricultural Marketing Augmentation Program - \$100,000 Federal - \$100,000 Total*

**Action:** Per Board procedure, unless an item is pulled from the Consent Calendar, tacit authorization is given for staff to forward any comment(s) received, or any Committee/Board comment(s) generated as a result of this informational item, to the appropriate agency. It is understood that if in the event this item should be pulled from the consent calendar, discussion and comment by the Committee members and the public will be taken.

**V. ADMINISTRATIVE ACTION / DISCUSSION ITEMS**

**A. FY 2014-15 Overall Work Program Amendment #1 [Beshears] [APPROVE]**

**Work Element 116 National Park Transit Service**

**Summary:** Caltrans awarded Fresno COG an \$88,530 Transit Planning Sustainable Communities grant matched with \$11,470 local funds to provide \$100,000 for Yosemite National Park Transit Services. The funding will be used by YARTS to provide administrative expertise in putting together the service, work with stakeholders along the SR 41 Corridor to establish transit stop locations and to secure services of a consultant specializing in Media Outreach to promote the proposed service. Capital and operations will be funded by CMAQ revenues awarded in the recent Call for projects and matched with Air District funding.



As part of the task list for this project, Fresno COG and Yosemite Area Regional Transportation Systems (YARTS) are in the process of establishing an MOU. This item will be reviewed and finalized at the September 2014 TTC/PAC and Board Meetings.

**Action:** FY 2014-15 OWP Amendment #1 - PAC and staff recommend the Policy Board approve FY 2014-15 OWP Amendment #1 increasing the budget \$100,000 for Yosemite National Park Transit Service Study.

**B. Regional Housing Needs Allocation (RHNA) Plan [Monge-Chargin] [APPROVE]**

**Exhibits:**

 ITEM V B    ITEM V B

**Summary:** The Regional Housing Needs Allocation (RHNA) Plan is a state required document that determines the number of housing units cities and counties must plan for in their housing element section of the general plan. First, the Department of Housing and Community Development (HCD) allocates RHNA units to Fresno COG for the whole county. Fresno COG is then tasked with developing a methodology in which those units will be allocated to member agencies. Once the units are allocated, each jurisdiction will update their housing element to show proper zoning to accommodate the allocated units.

A RHNA is updated every 8 years and the 2013 RHNA process started in February of 2013 with a committee comprised of member agency housing element staff. The RHNA Technical Committee has been meeting for the past year to discuss and develop the RHNA methodology as well as agreeing upon the RHNA allocation per jurisdiction.


The Fresno COG 2013 RHNA Proposed Methodology was released for public review and comment on Friday, September 13, 2013. The comment period ended on Wednesday, November 13, 2013 and no comments were received. A public hearing was held on Thursday, October 24, 2013 during Fresno COG's regular Board meeting, and the COG Policy Board adopted the methodology on November 21, 2013. The methodology can be found at [www.fresnocog.org/fresno-county-regional-housing-needs-allocation-plan](http://www.fresnocog.org/fresno-county-regional-housing-needs-allocation-plan).

The Draft RHNA Allocation was developed using the approved methodology and the numbers were released to Fresno COG member agencies and placed online on May 9, 2014. Following several Technical Committee meetings a Final RHNA Allocation was agreed upon for recommendation. The Fresno Council of Governments Draft 2013 Regional Housing Needs Allocation Plan document is enclosed.

**Action:** Staff and PAC recommend adoption of Resolution 2014-25 for approval of the Fresno COG 2013 Regional Housing Needs Allocation Plan.

**C. Multi-Jurisdictional Housing Element - Memorandum of Understanding and Contract [Monge-Chargin] [APPROVE]**

**Exhibits:**

 ITEM V C 1    ITEM V C 2

**Summary:** In February 2013, the Fresno Council of Governments (FCOG) assembled a Regional Housing Needs Allocation (RHNA) Technical Committee, consisting of representatives from FCOG member agencies, to discuss the methodology by which the total allocation of housing units for the Fresno County region determined by the State Department of Housing and Community Development (HCD), would be distributed among the cities and the County. The development of the methodology was in anticipation of preparation of the Fifth-Cycle Housing Element for the RHNA Planning Period of 2013 through 2023 that is due to HCD by December of 2015.

The idea for preparation of a Multi-Jurisdictional Housing Element for Fresno County was born out of the RHNA Technical Committee and is based on the experiences of Kings and Marin Counties in preparing a Multi-Jurisdictional Housing Element for their jurisdictions.

Preparation of a Multi-Jurisdictional Housing Element in Fresno County is a collaborative effort among all local governments in Fresno County and will set a precedent for other collaborative efforts among local governments in Fresno County. The Multi-Jurisdictional Housing Element provides an



opportunity for housing issues to be addressed at the regional level rather than just the local level. It will also provide an opportunity for the local governments to work together to accommodate the RHNA numbers that are assigned to Fresno County region.

It should be noted that the idea to prepare a Multi-Jurisdictional Housing Element for the Fifth-Cycle has been discussed with officials at HCD and they are fully in support of such an effort.

The Multi-Jurisdictional Housing Element idea was favorably received by all jurisdictions in Fresno County. However, the Cities of Fresno, Firebaugh and Orange Cove later informed FCOG that they would not participate in this process. The concept of a Multi-Jurisdictional Fifth-Cycle Housing Element was originally presented to the Fresno COG Policy Advisory Committee (PAC) on June 14, 2013. PAC directed COG staff to start researching the idea by gathering information and contacting the jurisdictions that have done a Multi-Jurisdictional Housing Element. On November 8, 2013, COG staff provided PAC with information on pros and cons of a Multi-Jurisdictional Housing Element and asked that at the January 2014 meeting, the city managers provide direction to COG staff on this project. At the January 17, 2014 PAC meeting, the members unanimously directed COG staff to move forward with the project. The Policy Advisory Committee unanimously recommended that the COG Policy Board authorize COG to administer the project. The COG Policy Board was informed of this project on June 27, 2013 and again on November 21, 2013.

A Request for Proposal (RFP) for the project was prepared and released on March 11, 2014 with a response deadline of April 11, 2014. A Consultant Selection Committee was appointed by the Housing Element Technical Committee to select a consultant for the project. On May 7, 2014, the Consultant Selection Committee selected the consulting firm of Mintier-Harnish in association with the consulting firms of Veronica Tam and Associates, and MIG to prepare the Multi-Jurisdictional Fifth-Cycle Housing Element for Fresno County region. The scope of work is enclosed.

The PAC was informed of the selection of the consultant team for the project on May 9, 2014 and Housing Element Technical Committee representatives were asked to get authorization from their councils/board to sign the MOU between FCOG and the participating agencies (enclosed) no later than June 20, 2014 indicating their willingness to participate in this venture. All participating member agencies have submitted a signed MOU.

**Action:** Staff and PAC recommend authorization for the FCOG Executive Director to sign the MOU between Fresno COG, Fresno County and the Cities of Clovis, Coalinga, Fowler, Huron, Kerman, Kingsburg, Mendota, Parlier, Reedley, Sanger, San Joaquin and Selma as well as the contract between Fresno COG and Mintier Harnish.

D. **New Federal Requirement That MPOs have a Transit Representative on their Policy Boards [Boren] [DIRECTION]**

**Exhibits:**

 ITEM V D

**Summary:** Staff will give an update at the meeting. Information regarding this request is attached as an exhibit.

**Action:** Information/Direction. Direction may be provided at the discretion of the Policy Board.

E. **Water Update [Garza/Boren] [ENDORSE]**

**Exhibits:**

 ITEM V E  ITEM V E  ITEM V E

**Summary:** Both houses of Congress have passed California drought bills, moving the issue into a conference process. There are significant differences between the Senate and House versions. On July 10, Allied Growers sent a letter to several Members of Congress regarding this issue. The Allied Growers letter is enclosed in your packet and was signed by many individuals representing water boards, other public agencies and San Joaquin Valley agricultural interests.

The Latino Water Coalition prepared a letter that concurs and endorses the provisions identified in the Allied Growers letter concerning the need for immediate bipartisan resolution. The Fresno Council of Governments has endorsed the letter and it will be sent to several Members of Congress on Thursday

July 24<sup>th</sup>.

Also, enclosed in your packet is another letter addressed to the San Joaquin Valley Members of the California Senate and Assembly and includes important key provisions that must be a part of the Water bond measure. The letter reiterates the position that funding of the most crucially-needed and expansively-beneficial Central Valley and statewide projects must remain consistent with what was already considered critical in getting the current water bond enacted. The letter also emphasizes that the following projects and activities identified in the existing bond must be retained and funded fully within a modified 2014 bond proposal.

These include:

- \$3 billion for new surface water development.
- \$300 million for local/regional conveyance projects and groundwater recharge.
- \$2.25 billion for Delta sustainability.
- \$1 billion in Integrated Regional Water Management (IRWM) grants.
- \$400 million for safe drinking water, including water quality funds for use by disadvantaged communities as well as specific language directed at aiding rural residential homeowners and tenants.

**Action:** Staff recommends endorsing the letter by the Latino Water Coalition addressed to the SJV Members of the California Senate and Assembly.

## VI. OTHER BUSINESS

### A. Items from Staff

1. No August Meetings

### B. Items from Members

## VII. PRESENTATIONS

### A. PUBLIC PRESENTATIONS

This portion of the meeting is reserved for persons wishing to address the Policy Board on items within its jurisdiction but not on this agenda. **Note: Prior to action by the Policy Board on any item on this agenda, the public may comment on that item. Unscheduled comments may be limited to 3 minutes.**

## VIII. Fresno COG Policy Board Sitting as the Abandoned Vehicle Abatement Authority

### A. Abandoned Vehicle Abatement - Program Termination [Thompson] [INFORMATION]

**Summary:** At the recent June 3, 2014 election, the voters of Fresno County were asked to approve a ten-year extension of the Fresno County Abandoned Vehicle Abatement (AVA) program. Although Measure A on the ballot received simple majority approval, it did not achieve the two-thirds majority approval necessary for the extension. This means that Fresno County's AVA program expired on June 30 of this year. Of course, all Claim Forms and Quarterly Reports for the fiscal year 2013/14 fourth quarter period (April – June) must still be submitted. These claims will be paid, including any previous costs claimed during the fiscal year for which payment has not yet been made. Also, even after June 30, the program will still have some unexpended funds and will continue to receive small amounts of funding from late vehicle registrations and associated penalties. This relatively small amount of remaining/additional funds will need to be allocated to participating jurisdictions within Fresno County. Rather than requiring another Claim Form and Quarterly Report, staff proposes to allocate these funds in the same proportion as was done for the April – June quarter.

Fresno County's AVA program has been a very useful program to those agencies that have regularly participated. Tens of thousands of abandoned vehicles have been abated over the past ten-year period as a direct result of this program. It has been my great privilege to work with local code enforcement, police, community service officers, and other individuals who do the real work of this program at the local level.

**Action:** Information item. Direction may be provided at the discretion of the Policy Board.