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POLICY ADVISORY COMMITTEE

Executive Minutes

Date: Friday, October 10, 2014

Time: 10:00 AM

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

Members Present:

Robert Woolley, City of Clovis
Rene Ramirez, City of Coalinga
David Elias, City of Fowler
Bruce Rudd, City of Fresno
Jack Castro, City of Huron
Alexander Henderson, City of Kingsburg

Vince DiMaggio, City of Mendota
Nicole Zieba, City of Reedley
Brian Haddix, City of Sanger
Ken Grey, City of Selma
Mohammad Khorsand, Fresno County

Others Attending (see attached)

PRESENTATIONS

JOINT Transportation Technical Committee / Policy Advisory Committee

The TTC and the PAC 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]

David Padilla, Caltrans, gave a brief update on current activities.

This was an informational item and required no further action by the Committee.

2. California Strategic Highway Safety Plan (SHSP) [Stephanie Lucero, Center for Collaborative Policy] [INFORMATION]

Stephanie Lucero gave a PowerPoint presentation on the California Strategic Highway Safety Plan.

This was an informational item and required no further action by the Committee.

POLICY ADVISORY COMMITTEE

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

The Policy Advisory Committee meeting was called to order at 10:30 am by Rene Ramirez (Coalinga), Chair.

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 September 12, 2014 [APPROVE]
- B. FY 2014-15 Transportation Funding Claims [Fawcett] [APPROVE]
- C. FY 2013-14 4th Quarter Progress Report [Beshears] [ACCEPT]
- D. Prop 84 Round 1 Final Report - Resolution 2014-35 [Terry] [APPROVE]
- E. SJV Goods Movement Planning Grant Resolution 2014-36 [Terry] [APPROVE]
- F. Prop 84 Update [Terry] [INFORMATION]
- G. Greenprint Update [Thompson] [INFORMATION]
- H. FTA Section 5310 Small Urban and Rural Call for Projects [Arnest] [INFORMATION]
- I. FTIP Updates and Amendments [Chargin] [INFORMATION]
- J. Fiscal Year 2015-16 Caltrans Sustainable Transportation Planning Grant [Garza/Terry] [INFORMATION]
- K. Monthly Grant/Call for Project/Request for Proposals Reminder [Garza/Chargin] [INFORMATION]

For a complete summary of these items, please see the October 10, 2014 Annotated Agenda.

A motion was made by Bruce Rudd, (City of Fresno) and seconded by Rob Woolley (City of Clovis) to recommend approval of the Transportation Consent Items as presented. A vote was called for and the motion carried.

II. TRANSPORTATION ACTION / DISCUSSION ITEMS

A. State Scenic Highway Designation of SR 180 [Garza/Boren] [SUPPORT]

Tony Boren, Executive Director presented this item noting that the County of Fresno, in partnership with Caltrans and the Sierra Gateway Trust (SGT), is seeking designation of a portion of SR 180 as a State Scenic Highway from Trimmer Springs Road to the Tulare County boundary line and from the Kings County National Park boundary near General Grant Grove to the Kings County National Park boundary near Cedar Grove. Since 1976 the Fresno County General Plan has designated portions of SR 180 as a Scenic Highway and this designation was carried forward in the 2000 Fresno County General Plan Update.

Several steps are required in order to receive official “state” scenic highway designation which include a Visual Assessment of the route, submittal of a Scenic Highway Proposal to the Caltrans District Coordinator which includes a letter of intent by the local governing board, zoning maps and a detailed description of the scenic elements, as well as an adopted Corridor Projection Program. At this point, a Visual Assessment has been completed, and on November 12, 2013, Fresno County issued a letter of Intent to proceed in support of the 10 year effort that SGT has led. The last component, the Corridor Protection Plan, is nearly complete. In addition, a Public Meeting, organized by the County, State, and the SGT was held at Centerville Elementary School on September 15th with over 60 stakeholders in attendance.

Sequoia Kings Canyon National Park experiences about 1.7 million visitors per year and the majority of the access is from State Route 180. Fresno County's Blossom Trail, Fruit Trail, Orange Blossom Trail and the Sanger Trek to the Nation's Christmas Tree is also along this route or portions of it. Furthermore, business travel and tourism generate about \$1.3 billion in Fresno County annually and the thought is that a State Scenic Highway designation, which currently does not exist anywhere in Fresno County or within Caltrans District 6, will enhance a positive image, experience and will have the potential to further grow the economy.

Sierra Gateway Trust is seeking letters of support for this effort. They have currently received letters from individuals, business owners, Sanger Unified School District, City of Sanger, Chambers of Commerce for Sanger, Reedley, and Orange Cove; Wonder Valley, Minkler Store, Hudson Farms, Sanger Rotary Club and others.

Tony Boren, Executive Director gave an overview of the project. He then introduced Donna Hacker, Sierra Gateway Trust; Lee Delap; Sierra Gateway Trust; Sherry Alexander, Caltrans Landscape Architect; and Mike Mills, Landscape Architect.

Ms. Hacker gave a detailed presentation of the State Scenic Highway Designation of SR 180.

Mr. Boren, Fresno COG asked if there would be signage other than poppy signs signifying the beginning of the scenic highway. Ms. Hacker said no, but that there will be much publicity for the project.

Cruz Ramos, San Joaquin, expressed her support of the project, but asked about the nature of the landscaping. Ms. Hacker stated that the landscaping design would be the same as designated in the County General Plan.

A motion was made by Mr. Khorsand, (County) and seconded by Brian Haddix (Sanger) to support the designation portion of SR 180 as a State Scenic Highway from Trimmer Springs Road to the Tulare County boundary line and from the Kings County National Park boundary near General Grant Grove to the Kings County National Park boundary near Cedar Grove. A vote was called for and the motion carried.

B. Request by City of Fresno to Initiate an Amendment to the Measure “C” Pedestrian/Trails Facilities Subprogram [Boren] [INFORMATION]

Tony Boren, Fresno COG, reported on this item. Fresno COG received a formal request from the City of Fresno to amend the current Measure “C” Pedestrian/Trails Facilities Subprogram. The purpose of the amendment is to modify the existing language in the Pedestrian/Trails Facilities Subprogram which restricts the use of funds to “new” construction of pedestrian trails, the development of a Master Plan and for retrofitting existing facilities. The proposal under consideration and supported by the City of Fresno was developed by Mark Keppler and John Wright, longtime community trail advocates. The proposed amendment policies preserve the commitment of the Measure C plan to building new trails but also provides the ability to provide maintenance in situations where additional outside funds can be leveraged. Included as an attachment was the draft *Policy on Use of the Measure C Trail funds* developed by Mr. Keppler and Mr. Wright and supported by the City of Fresno.

Mr. Boren gave an overview of the project.

Mr. Keppler described the amendment. He said that if non-Measure C funding can be procured, then Measure C monies can be used for maintenance at a 5 to 1 ratio.

Nicole Zieba (Reedley) and Brian Haddix (Sanger) expressed their support to initiate an Amendment to the Measure “C” Pedestrian/Trails Facilities Subprogram.

Cruz Ramos (San Joaquin) expressed her concern that funds were only available to cities with a population of at least 25,000. She requested that whenever funding or expertise is available to the large cities, the small cities should also be considered.

After much discussion on this Mr. Boren gave a brief recap and informed the committee that the Amendment will move on to the FCTA.

This was an information item and required no further action by the Committee.

C. Circuit Planner Report [Terry] [INFORMATION]

Rob Terry, Fresno COG reported on this item. In 2012, with the assistance of Prop 84 funding from the Strategic Growth Council, the Valley MPOs designed a Blueprint Integration Program for the entire Valley that used circuit planners to work with the small cities (with populations under 50,000). The program was successful in keeping the Blueprint’s Smart Growth Principles applicable to local planning activities while providing assistance to integrate those concepts related to the transportation and land use connection into local planning processes, and coordinating on-going SCS activities. The work that was completed with these local agencies provided templates and best practice materials for the SJV Blueprint Planners Toolkit.

The Valleywide Prop 84 Blueprint Integration Program concluded at the end of FY 2012-13. However, due to the success of the program and the continued desire for technical assistance to member agencies, Fresno COG retained the services of Land Use Associates to operate as the circuit planning team; continually providing coordinated support for Blueprint principle integration, SCS collaboration, and project delivery assistance.

Eleven cities are currently working with the circuit planning team on planning tasks, and five cities are working with the team's sub-consultant (Peters Engineering) to address programming and project submission needs. Following is a matrix of planning projects, and indication of those agencies utilizing programming assistance for various projects:

City	Planning Task	Programming
Coalinga	Blueprint Zoning Ordinance review	X
Firebaugh	Bicycle Master Plan finalization	
Fowler	General Plan element updates (various)	
Huron	General Plan Circulation Element update	
Kerman	Residential Design Guidelines	
Kingsburg	Downtown Form-based Code adoption	
Orange Cove	General Plan and Zoning Map consistency audit	X
Parlier	General Plan element updates (various)	X
Reedley	Zoning Ordinance update	
Selma	Community park plan	X
San Joaquin	General Plan and Zoning consistency audit	X

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

Rene Ramirez (Coalinga) commented that he used the Circuit Planner and it was very useful. He also asked how it is being funded now. Mr. Beshears said it came from local funds.

Mr. Boren encouraged the Committee to take a look at the Circuit Planner and take advantage of the resources because it is there to help.

This was an information item and required no further action by the Committee.

D. New Laws Affecting Bicycle Transportation [Thompson] [INFORMATION]

Clark Thompson (Fresno COG) reported on this item. Legislation recently signed into law by Governor Brown is further evidence of the increased emphasis on active transportation in California and specifically bicycle transportation. Although previously agendized separately at the bill stage, it is worth noting them together now that they are law to better appreciate the overall policy initiatives in this area.

Assembly Bill 1193 amends the Streets and Highways Code relating to bikeways. Bikeways for decades have been categorized into three classes of facilities. An additional Class IV bikeway is now established, for which Caltrans must develop minimum safety design criteria. Class IV bikeways, also known as "cycletracks" or "protected bike lanes," are bikeways that provide a right-of-way designated exclusively for bicycle travel within a roadway physically separated from other vehicle traffic with devices, including but not limited to grade separations, flexible posts, inflexible physical barriers, or parked cars. Long Beach, where cycletracks in the downtown area have been open for nearly three years, as part of a federal experiment (i.e. demonstration project), reports a substantial increase in the number of bicyclists and a dramatic decrease in the number of both bike and vehicle related crashed, attributed by the city to the traffic calming associated with the installation of the separated lanes. This law could be significant for future bikeway planning and construction in our own county.

Senate Bill 1183 authorizes cities, counties, and regional parks districts to impose, subject to two-thirds voter approval, vehicle registration surcharges up to \$5.00 on motor vehicles registered within their respective jurisdictions until January 1, 2025. Net revenues are to be used for improvements to paved and natural surface trails and bikeways, including development of new trails and bikeways, rehabilitation and expansion of existing trails and bikeways, and maintenance and upkeep of existing bikeway and trail systems. In addition to the safety benefits of new bikeway and trail infrastructure and the maintenance of existing bikeways and trails, bike infrastructure supports the state's goal to promote walking and biking through the state's Active Transportation Program, and also supports the objectives of SB 375, the Sustainable Communities Act.

Assembly Bill 1371 requires people driving cars to give people riding bicycles at least three feet of clearance when passing. If a three-foot buffer is not available, a driver must then slow to a safe speed and pass when no danger is present. Unlike the other two laws, this is not a new law as the Governor signed this bill about a year ago. However, this law just finally went into effect on September 16, 2014. Safety is the major reason for this law. Getting hit from behind or sideswiped by a car passing too closely is one of the top ways bicyclists are injured. In fact, according to the League of American Bicyclists, up to 40 percent of fatal bike crashes are caused by unsafe passing. California joins 24 other states with similar laws.

Mr. Boren commented that as more resources are directed to bicycling, other modes such as trucking will want fees collected from bicyclists.

This was an information item and required no further action by the Committee.

E. RTMF Statutory Five Year Update [Beshears] [INFORMATION]

Les Beshears (Fresno COG) reported on this item. State statute requires COG to update the RTMF Nexus each five years. The update involves reviewing the project cost and incorporating the current SCS Traffic modeling assumptions into the fee calculation. The contract with Parsons Brinkerhoff was expanded to include this task. Initial calculations have been done and subcommittee meetings were held on March 17, 2014 and August 25, 2014. A follow up meeting was held with Caltrans and the City of Fresno on October 6 to address specific request for information. The consultant will incorporate additional input subsequent to that meeting into the calculation and have a staff recommendation for the board to act on in November so the Nexus will be updated by January 1, 2015 as required by state law to allow continued collecting of the fee. An October 6, 2014 Technical Memorandum discussing the first five years of fee collection was included as information.

During the subcommittee process two additional issues were discussed. The first issues relates to the exemption provided in the ballot for "Essential Public Facilities" to include public schools and institutions of higher education. The other issue incorporates a fee category for qualified infill developments per section 66005.1 of the state code. Resolutions and staff reports for each of these items were included.

Les Beshears emphasized that time is of essence since this item must go to the RTMF Board in January. The COG board must approve at their November meeting because there is no board meeting in December.

This was an information item and required no further action by the Committee.

F. Definition of Essential Public Facilities expanded for public education [Beshears] [ADOPT]

Les Beshears (Fresno COG) reported on this item. The ballot provided an exemption to the RTMF fee for “Essential Public Facilities (as defined in state law)”. During the extensive committee process that occurred during the development of the Nexus and establishment of the RTMF JPA it was agreed that public schools should be considered essential public facilities hence exempt from the RTMF. The committee specifically considered whether churches should be included in this definition and concluded that they shouldn’t unless building a dedicated private school to teach state required educational criteria. Language was incorporated into the administrative manual and adopted by the board to this effect however no reference was made to specific statutes. The result was that various developments, including churches, attempted to stretch the definition of public education to include various kinds of teaching, training, course of instruction, religious orientation, or bible study that wasn’t required by state statute. The consultant has provided a definition of public education, based on curriculum defined in state code that is consistent with the intent to allow the exemption for public education. A technical memo from the consultant was included.

Mr. Beshears explained that the definition of Central Public Facility must be clarified. Exemptions were extended to government and public schools or private schools that have a curriculum approved by state code.

There was a consensus by the Committee to recommend the Policy Board adopt Resolution 2014-01 establishing that facilities built for public education meet the definition of “Essential Public Facilities” as provided in the Measure “C” ballot.

G. Fee reduction for Infill Development [Beshears] [ADOPT]

Les Beshears (Fresno COG) reported on this item. Since the 1990’s research has indicated development in infill locations results in lower traffic impact. Early implementation of this concept created paradox’s because standards for trip generation rates and level of service developed of suburban areas overstated the impacts of infill requiring excessive mitigation through CEQA. Various methods were used to address this problem including incorporating section 66005.1 into the mitigation fee act. Resolution 2014-02 incorporates section 66005.1 into the RTMF mitigation fee structure by providing a 15% fee reduction for qualifying infill development. To qualify a development must;

1. Be within ½ mile of a transit station and have direct walkable access.
2. Be within ½ mile of retail and food stores.
3. Have minimal parking required by local code.

Currently no locations in Fresno County meet the requirements because current Transit routes operate on 20 or 30 minute peak hour headways, however when the BRT is implemented with 10 minute peak hour headways there will be four locations in Fresno that qualify. The Downtown station, Manchester, Fresno State at Shaw, and River Park. A technical memo was included in the agenda.

Mr. Beshears reported on the possible 15% RTMF fee reduction for infill development. Rob Woolley and Bruce Rudd asked why infill was considered in the four designated areas of downtown, Manchester Center, Fashion Fair on Shaw and Riverpark. Since there are transit stations all along the BRT corridor, the entire corridor should be considered. Mr. Beshears said he would consult with Don Hubbard of Parsons-Brinkerhoff, the consultant.

There was a consensus by the Committee to recommend the Policy Board adopt Resolution 2014-02 establishing a 15% fee reduction for qualifying infill Development per Section 66005.1.

III. ADMINISTRATIVE CONSENT ITEMS

About Consent Items

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- A. Monthly Legislative Update [Garza] [INFORMATION]
- B. SJV Regional Policy Council Update [Boren] [INFORMATION]

For a complete summary of these items, please see the October 10, 2014 Annotated Agenda.

A motion was made by Nicole Zieba (Reedley) and seconded by Bruce Rudd (Fresno) to recommend approval of the Administrative Consent Items as presented. A vote was called for and the motion carried.

IV. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

- A. **NONE**

V. OTHER BUSINESS

- A. **Items from Staff**

COG Policy Board – October 23rd
November meetings –
TTC/PAC – November 7th
Policy Board – November 20th

Mr. Boren informed the committee about the Ribbon Cutting ceremony on November 14th for the segment of 180 East from Academy to Trimmer mid-morning.

B. Items from Members

Bruce Rudd informed the Committee of a Managers meeting to be held in the City of Clovis.

VI. PUBLIC PRESENTATIONS

A. Public Presentations

This portion of the meeting is reserved for persons wishing to address the Committee on items within its jurisdiction but not on this agenda.

None.

There being no further business, the meeting was adjourned.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Tony Boren". The signature is fluid and cursive, with the first name "Tony" and last name "Boren" clearly distinguishable.

Tony Boren, Executive Director

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Others Attending:

David Padilla, Caltrans
Lee Delap, Sierra Gateway Trust
Pedro Ramirez, Caltrans
Omar Mostafa, Caltrans
Donna Hacker, Sierra Gateway Trust
Betty, Sierra Gateway Trust

Sherri Alexander, Caltrans Landscape Architecture
Mike Mills, Caltrans
John Wright
Mark Keppler, Maddy Institute
Stephanie Lucero, CCP
Sean Brewer, City of Coalinga

Fresno COG Staff:

Tony Boren
Mike Bitner
Peggy Arnest
Kai Han
Stephanie Maxwell
Les Beshears
Rob Terry
Kathy Chung
Clark Thompson
Kristine Cai