

TRANSPORTATION TECHNICAL COMMITTEE

Executive Minutes

Date: Friday, October 10, 2014

Time: 8:30 AM

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

Members Present:

Michael Prandini, BIA, Chair
Nicholas Don Paladino, Fresno Cycling Club
Stephenie Frededrick, League of Women Voters
Jim Schaad, City of Fresno/FAX
Moses Stites, FCRTA
Rob Weyant, EOC
Will Washburn, Peters Engineering
Dwight Kroll, City of Clovis
Debbie Hunsaker, Fresno Chamber of
Commerce (Phone)

Joey Daggett, Gateway Engineering
Mohammad Khorsand, Fresno County
Rene Mathis, City of Clovis
Cristian Gonzalez, City of Mendota
John Robertson, City of Reedley
Sean Brewer, City of Coalinga
Scott Mozier, City of Fresno
Mohammad Alimi, Fresno County

Others Attending (see attached)

TRANSPORTATION TECHNICAL COMMITTEE

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

The Transportation Technical Committee meeting was called to order by Mike Prandini (BIA), Chair. Everyone introduced themselves.

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.

Mohammad Khorsand, Fresno County requested a change in the minutes of the September 12, 2014 TTC meeting. He stated that on page 3, under #2, second paragraph, Merced COG should be substituted for Fresno COG.

A motion was made by Mr. Khorsand (County) and seconded by Mr. Stites (FCRTA) to recommend approval of the Transportation Consent Items with one correction. A vote was called for and the motion carried.

I. TRANSPORTATION ACTION / DISCUSSION ITEMS

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

Tony Boren, Executive Director reported on this item. 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 included 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 had 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, Fresno COG 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 presentation on the State Scenic Highway State Route 180. Ms. Hacker also stated that a public meeting had been held on September 15, and everyone within 200 feet of the state highway was asked to come to the meeting and was informed of what was to take place. County Supervisor Debbie Poochigian also held a meeting on October 9 in Squaw Valley.

Stephenie Frederick, League of Women Voters, asked what exactly would be protected if the proposed designation was successful. Ms. Hacker said that everything contained in the County's 1976 General Plan would be in effect. Mohammad Khorsand, Fresno County further clarified what was contained in the General Plan.

Sherry Alexander, Caltrans emphasized that the designation would be a conduit to tourism, e.g. Blossom Trail and Fruit Trail, and SR 180 is the gateway to two national parks. Mike Prandini, Building Industry Association asked if there would be additional resources to help maintain the route. Ms. Alexander said no.

A motion was made by Mr. Khorsand, (Fresno) and seconded by Mr. Stites (FCRTA) to support the 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. A vote was called for and the motion passed.

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

Mr. Boren Executive Director introduced this item and provided a brief overview. 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.

Brenda Veenendaal (COG) informed the committee that the Citizen Oversight Committee approved of the request for the Amendment to go to the Board and FCTA.

Mr. Prandini questioned why the pilot project is just for one year. Mr. Keppler explained that the idea is to get the pilot project started in that year, not that it has to be finished in that year.

There was extensive discussion about the funding (Measure C and outside monies), maintenance and monitoring of the program.

A motion was made by Mr. Khorsand, County and seconded by Ms. Frederick, League of Women Voters to support the proposed Amendment. A vote was called for and the motion carried.

C. Circuit Planner Report [Terry] [INFORMATION]

Rob Terry (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.

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

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

Clark Thompson (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 crashes, 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.

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

III. OTHER BUSINESS

A. Items from Staff

November meetings – November 7th

Policy Board – November 20th

B. Items from Members

None

IV. PUBLIC PRESENTATIONS

A. Public Presentations

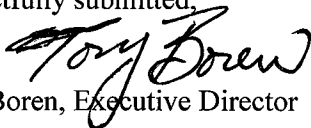
This portion of the meeting is reserved for persons wishing to address the Committee on items within its jurisdiction but not on this agenda. **Note: Prior to action by the Committee on any item on this agenda, the public may comment on that item. Unscheduled comments may be limited to 3 minutes.**

PRESENTATIONS

There were no public presentations

There being no further business, the meeting was adjourned.

Respectfully submitted,



Tony Boren, Executive Director

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]

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

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

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 information item and required no further action by the Committees.

Others Attending:

Matt Zulim Fresno, CHP
Jeff Cipolla, Fresno CHP
Sherry Alexander, Caltrans Landscape Architect
Mike Mills, Caltrans Architect
Donna Hacker, SCT
Lee Delap, Sierra Gateway Trust

Mark Keppler, Maddy Institute
Anthony Barrios, Caltrans
David Padilla, Caltrans
Marco Sanchez, Caltrans

Fresno COG Staff:

Mike Bitner
Stephanie Maxwell
Brenda Veenendaal
Clark Thompson
Kai Han
Kristine Cai
Peggy Arnest
Lindsey Chargin
John Downs
Les Beshears