

Fresno COG Policy Board

Date: Thursday, July 30, 2015

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
THINK GREEN - KEEP FRESNO COUNTY CLEAN!

FCRTA Meeting Package

Exhibits:

July 30 2015 FCRTA Meeting Package

AGENDA AND ANNOTATED AGENDA IN PDF FORMAT FOR PRINTING

Exhibits:

July 30 2015 Fresno COG Board Agenda July 30 2015 Fresno COG Board Annotated Agenda

PRESENTATIONS

A. **One Voice Sponsor Recognition – Veenendaal/Garza**

Fresno COG would like to thank the following sponsors for their financial contribution in support of the 2015 One Voice advocacy efforts. Their gracious commitment to the One Voice endeavor will be highlighted at the Policy Board Meeting.

- Hatch Mott MacDonald
- AECOM
- Quad Knopf Inc.
- Granville Homes
- Kleinfelder Inc.
- The Hospital Council
- Placeworks
- Precision Civil Engineering, Inc.
- Quincy Engineering

- VRPA Technologies
- Parsons Brinckerhoff Inc.

Sitting as Fresno County Mayors Selection Committee (includes County)

A. Measure C Citizen Oversight Committee Appointments [Veenendaal] [APPROVE]

Exhibits:

 ITEM A Measure C

Summary: The Fresno Council of Governments Policy Board, acting as the County Mayors' Select Committee and the Chair of the Fresno County Board of Supervisors, is asked to appoint seven new members to the Measure C Citizen Oversight Committee. The purpose of the Citizen Oversight Committee is to inform the public and to ensure that the Measure C funding program revenues and expenditures are spent as promised to the public.

The Measure C Expenditure Plan states that the COC shall be composed of thirteen members, including six at-large public members who respectively reside in each one of the five Fresno County Supervisorial Districts and seven members who must be representatives drawn from a diverse mix of interested community organizations.

The current committee vacancies include the following positions:

A Public-At-Large representative residing in the Fresno-Clovis metropolitan area, Supervisorial District 2, who will serve a 4-year term to begin July 1, 2015.

Five applications were received from applicants who live in District 2:

- ***Sal Petrucelli***
- ***Ronald Dressler***
- ***Eric Dillinger***
- ***John Quiring***
- ***Michael Evans***

A Public-At-Large representative residing in Supervisory Districts 1, 2, 3, 4 or 5 within the Fresno-Clovis Metropolitan Area, who will serve a 4-year term to begin July 1, 2015.

Nine applications were received from applicants who live in the FCMA within one of the five districts.

- ***Murita Darlene Prettyman – District 5***
- ***Tom Gaffrey – District 1***
- ***Gary Durham - District 5***
- ***Samuel Molina - District 5***
- ***Sal Petrucelli – District 2***
- ***Ronald Dressler – District 2***
- ***Eric Dillinger – District 2***
- ***John Quiring - District 2***
- ***Michael Evans - District 2***

Five Community Organization Representative vacancies from 4-year terms to begin July 1, 2015.

Four applications were received:

- ***Joe Denham – Greater Fresno Area Chamber of Commerce***
- ***Stephenie Frederick – League of Women Voters***
- ***Antonio Gastelum – American Labor Alliance***
- ***Mike Schwan – Central California Builders Exchange***

Members of the Citizen Oversight Committee must meet certain eligibility and residency criteria as noted in the Measure C Extension Expenditure Plan - Appendix G – Citizen Oversight Committee.

Appendix G also states the Committee's duties and responsibilities. It is attached for your review.

Action: Appoint up to seven new members to the Measure C Citizen Oversight Committee.

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 2015-16 Transportation Funding Claims [Fawcett] [APPROVE]

Exhibits: ITEM I A Firebaugh ITEM I A Huron ITEM I A Kingsburg ITEM I A Orange Cove
 ITEM I A Reedley

Summary: Approve FY 2015/16 Transportation Development Act Claims. The amounts claimed for Local Transportation Funds (LTF) and State Transit Assistance (STA) funds are:

Resolution #	Member Agency	Amt LTF	Amt STA	Grand Total Payable to Claimant
2015-27	City of Firebaugh	\$255,376	\$39,007	\$294,383
2015-28	City of Huron	\$223,794	\$34,183	\$257,977
2015-29	City of Kingsburg	\$384,344	\$58,724	\$443,068
2015-30	City of Orange Cove	\$307,239	\$46,925	\$354,164
2015-31	City of Reedley	\$755,177	\$127,807	\$882,984

Action: TTC/PAC recommend approval by resolution of the TDA Claims FY 2015/16 of the above listed member agencies.

B. FY 2015-16 Measure C Funding Claims Resolution 2015-26 [Beshears] [ADOPT]

Exhibits: ITEM I B

Summary: \$1,680,455 in Measure "C" funds are available in FY 2015-16 for programs administered through COG. In accordance with Transportation Authority procedures, Resolution 2015-26 adopts claims for ADA/Seniors/Paratransit, Farmworker Van Pools, Car/Van Pools and Administrative/Planning.

Action: TTC/PAC recommend adoption of Resolution 2015-26 approving Measure "C" Claims for ADA/Seniors/Paratransit, Farmworker Van Pools, Car/Van Pools and Administrative/Planning.

C. Regional Bus Transit Application Project - Resolution 2015-32 [Garza] [APPROVE]

Summary: The San Joaquin Valley Air Pollution Control District (SJVAPCD) is currently accepting applications for the development or expansion of telecommunications services and electronic technology applications to directly replace vehicle travel by the general public. Fresno COG has partnered with ScholarDev LLC in effort to develop transit applications for several cities that make up the central valley. The app is intended to improve the experience of all bus riders in the central valley by providing a way to effortlessly view transit information for every bus transit system in the area. ScholarDev LLC is a startup software company that was founded on the campus of Fresno City College and is currently based in the City of Fresno. As a software company, ScholarDev LLC specializes in the development of mobile applications.

Each application will be free to download for both Android phones and iPhones (and supported tablets) and will be supported with advertising. Each app will be able to complete the following actions: view a map of each route that is supported by the transit agency; view the bus schedules of all of the major stops; view transit agency information that is normally located in printed bus schedules; save most used routes and be able to quickly view a depiction of the route and its bus schedule via a Favorites feature as well as users being able to quickly access Google Maps. Every feature, except the one associated with Google Maps, is Internet independent. The goal is that these transit apps will be available to be used by regional students in their commute to and from high schools, colleges and universities. Regional community transit riders will be able to use these transit applications in their daily transit use of public transportation in going to their employment sites, in seeking governmental services, in addition to, using regional public transportation for their shopping and entertainment needs.

ScholarDev LLC has already created an app for Fresno's bus system, which is called Fresno Transit Free. This app has been downloaded over 7,000 times and has a current rating of 4.0 out of 5 on Google Play. The goal is to improve the overall experiences of regional bus riders, reduce the amount of printing needed for bus schedules, and lower costs for both the transit agencies and the bus riders themselves. ScholarDev will develop eight native applications for the major regional cities of the eight counties covered by SJVAPCD. The counties are: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern. The Free Transit Apps will be available to the user 365 days a year and 24 hours each day. The eight cities identified for the development of the free apps are: Stockton, Modesto, Merced, Madera, Clovis, Hanford, Visalia and Bakersfield.

Each Transit Free App will have the following basic features:

1. Display Routes: Shows a list of routes. By clicking on a route, the user will be taken to the picture (pdf) of the specified route. *Internet independent*
2. Bus Schedule: Shows a list of routes. Once clicked, the user will be taken to another screen that displays the stop times for that specific route. Riders can change stops, bound directions and day type. *Internet independent*
3. Favorite Routes: Users will be able to save their most used routes and be able to quickly view a depiction of the route and its bus schedule. *Internet independent*
4. Access to Google Maps: Opens up Google maps where user can type in the location they are at and the location they wish to get. *Internet dependent*
5. Transit Information: Users will have access to information related to their regional transportation services. *Internet Independent*

In the future, ScholarDev LLC intends to develop versions of these apps that include real-time feed functionality, but that will depend on the capabilities of the transit agencies. In partnership with Scholar Dev, LLC, Fresno COG will request \$51,680 in grant funding to cover the entire total project cost. The Air District's program guidelines require that the eligible applicant (*municipalities, government agencies, public educational institutions, community colleges and municipal courts*) submit a resolution authorizing the applicant to submit an application.

Action: TTC/PAC and Staff recommend approval of Resolution 2015-32 which would authorize Fresno COG to submit an application to the SJVAPCD for funding of the development of free transit apps through the E-Mobility Incentive Grant Program.

D. **End of Federal Fiscal Year E-76 and FTA Transfer Deadlines [Chargin] [INFORMATION]**

Summary: The 14/15 Federal Fiscal Year (FFY) ends on September 30, 2015. All funds programmed in FFY 14/15 in the 2015 FTIP should be obligated prior to October 1, 2015.

This requires that requests for authorizations be submitted to Caltrans Local Assistance no later than **Friday, August 7, 2015** in order to allow them time to process and submit to FHWA. District staff will continue to work on requests submitted after this date, on a first-come first-served basis, but receiving authorization approval before October 1, 2015 will no longer be guaranteed.

FTA Transfer requests should have been submitted to Caltrans Local Assistance by **Monday, July 20, 2015**. If your agency did not submit FTA transfer requests to the district office by the deadline, please contact your Local Assistance Engineer directly. Caltrans Headquarters has set July 31, 2015 as the deadline for the districts to submit these requests and they need a week or so to process the requests at the district office.

If you have any questions regarding the federal fiscal year deadlines please contact Lindsey Chargin at 559-233-4148 ext. 205 or your District 6 Local Assistance Engineer.

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

E. **FTIP Amendments [Chargin] [INFORMATION]**

Summary: Administrative Modification No. 2: Amendment 2 included funding changes to projects of less than 40% of the total project cost as well as moving funds between phases. This amendment was approved by the Executive Director of the Fresno Council of Governments (FCOG) on January 9, 2015 as authorized by the Policy Board. Administrative modifications do not require State or Federal approval.

Formal Amendment No. 3 (Types 2 & 3): Amendment 3 included projects with cost changes greater than 40% of the total project cost or more than \$10 million, changes to the grouped project listings, and updates to the financial summary tables. A 7-day public review and interagency consultation period was conducted and completed on January 29, 2015 at 4:30 pm. This amendment was approved by the Executive Director of the Fresno Council of Governments (FCOG) on January 29, 2015, by Caltrans on February 6, 2015 and by FHWA on March 24, 2015.

Administrative Modification No. 4: Amendment 4 included funding changes to projects of less than 40% of the total project cost as well as moving funds between phases. This amendment was approved by the Executive Director of the Fresno Council of Governments (FCOG) on April 28, 2015 as authorized by the Policy Board. Administrative modifications do not require State or Federal approval.

Formal Amendment No. 5 (Types 2 & 3): Amendment 5 included projects with cost changes greater than 40% of the total project cost or more than \$10 million, changes to the grouped project listings, and updates to the financial summary tables. A 7-day public review and interagency consultation period was conducted and completed on May 18, 2015 at 4:30 pm. This amendment was approved by the Executive Director of the Fresno Council of Governments (FCOG) on May 18, 2015, by Caltrans on May 20, 2015 and by FHWA on June 10, 2015.

Administrative Modification No. 6: Amendment 6 included funding changes to projects of less than 40% of the total project cost as well as moving funds between phases. This amendment was approved by the Executive Director of the Fresno Council of Governments (FCOG) on July 20, 2015 as authorized by the Policy Board. Administrative modifications do not require State or Federal approval.

Formal Amendment No. 7 (Type 5): Amendment 7 is currently being programmed and will include projects with cost changes greater than 40% of the total project cost or more than \$10 million, changes to the grouped project listings, changes to regionally significant and capacity increasing projects and updates to the financial summary tables. Amendment 7 will also be accompanied by a full conformity document. A 30-day public review and interagency consultation period will take place in August 2015 and the amendment is planned to be approved by the Fresno Council of Governments (FCOG) Policy Board in October 2015 and by Caltrans and FHWA in November and December of 2015.

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

F. **Active Transportation Program (ATP) Update [Chargin] [INFORMATION]**

Summary: 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.

Statewide ATP, Cycle II

Applications to the Active Transportation Program (ATP) were due on June 1, 2015. \$360 million is available for ATP Cycle 2.

- 617 applications were received for the statewide portion of the ATP compared to 770 applications last year.
- The total request is a little over \$1 billion, which is just about the same amount requested last year.
 - The initial indication is that approximately 78.6% of the projects submitted benefit disadvantaged communities
 - 49 plans were submitted (up to 3% of the funds can be used for plans in disadvantaged communities)
 - 412 projects propose to leverage funds (provide a match)
 - 336 are Safe Routes to Schools type projects
 - 36 are Recreational Trails Projects
 - 130 requested State Only Funds

The evaluators are now receiving the applications and will complete their evaluations towards the end of July. Caltrans will be closely reviewing the applications for eligibility. Applications will be under review for the next several months, and awards will be announced by early September.

We are requesting that you please visit the ATP website and review the list of applications to ensure that your application was received and added to the list. If your application is not on the list please notify the program manager immediately! The list of all the applications is available at <http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-2.html>.

Fresno COG Regional ATP, Cycle II

Fresno COG Cycle 2 Regional Call for Projects is now open!

MPOs with large urbanized areas, such as Fresno COG, have 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 in funding is available for the Fresno COG Cycle 2 Regional Competitive Active Transportation Program Call for Projects.

Project applications may now be submitted and will be accepted until 4:00 PM on Friday, August 7, 2015.

The program guidelines, application instructions and application forms are available at <http://www.fresnocog.org/active-transportation-program>.

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

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

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

G. **EPW DRIVE Act [Garza/Chargin] [INFORMATION]**

Summary: The Senate Environment and Public Works (EPW) Committee introduced a six-year transportation reauthorization proposal on June 23, 2015. The Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act is a \$278-billion follow-up to the Moving Ahead for Progress in the 21st Century (MAP-21) Act that would continue to build on the success of comprehensive reforms and performance-based approaches of MAP-21. It provides six-years (2016-2021) of increased funding, giving state and local governments the certainty and stability they need to improve and develop the nation's transportation infrastructure. Highlights of the legislation include:

- Long-term funding certainty for state and local governments to support multi-year transportation project investments;
- Increased funding for existing core transportation formula programs to provide states and local governments with a strong federal partner;
- Creation of a new multi-billion dollar per year freight program to help states deliver projects that promote the safe, efficient, and reliable transportation of consumer goods and products that is on top of the existing formula programs;
- Targeted funds for major projects of high importance to a community, a region, or the nation;
- Greater efficiency in the project delivery process through improved collaboration and reduced duplication;
- Increased funding priority on the Interstate System, the National Highway System, and bridges at risk of funding shortfalls;
- Greater transparency on the use of federal funds to show taxpayers where their infrastructure dollars are being spent and reinforce public trust; and
- Support for innovative financing tools that allow state and local governments to leverage federal funds for transportation projects and maximize investments, particularly in rural areas where such tools were previously unavailable.

Authorizations and Programs

- Fully-funds highway programs for 6 years
- Increases support for core formula programs
- Prioritizes bridges and large, nationally-important facilities
- Provides substantial new funding to focus on freight and goods movement
- Funds major projects
- Requires Highway Trust Fund transparency
- Improves TIFIA program
- Accelerates project delivery and increases flexibility
- Expands flexibility and opportunities for infrastructure investment in rural areas
- Funds Federal Lands and Tribal Transportation Highway Programs
- Maintains State and Metropolitan Transportation Planning

On June 24, 2015 the EPW Committee marked up and approved the DRIVE bill unanimously and on July 2, 2015. EPW Committee leaders, Jim Inhofe and Barbara Boxer, announced growing support for the bill. The bill advanced on a procedural vote on Wednesday, overcoming a roadblock to begin debate on the legislation. The 62-36 vote, came a day after an initial attempt failed and followed hours of closed-door discussions. Forty-six Republicans and 16 Democrats combined forces to support the measure, which was opposed by 30 Democrats and six Republicans. The legislation is expected to dominate Senate debate into next week but would represent the first multi-year U.S. surface transportation bill in a decade, if it succeeds. More information regarding the DRIVE Act can be found at <http://narc.org/senate-epw-drive-act-analysis/>.

THE COUNTDOWN: Highway and transit policy expires in nine days. DOT appropriations run out and the FAA reauthorization expires in 71 days. The 2016 presidential election is in 477 days.

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

H. **Fresno/Madera 41 Study [Terry] [INFORMATION]**

Summary: On June 16, 2015, the Fresno/Madera Origin-Destination Study officially kicked off, including representatives from Fresno COG, MCTC, Caltrans, and the consultant Fehr and Peers (with their subcontractors). Kick-off activities included review of the overall project scope and timing, as well as coordination regarding specific traffic count locations and methodologies. Approval for the identified locations is currently underway through Caltrans. In addition, the consultant covered the various survey methods available, and discussed the additional technology that will be used to compare and validate the data counts. It is anticipated that traffic counters will be in place and active in late July through early August, coordinated to take counts before certain Caltrans projects on SR-99 and 41 begin (scheduled for early August).

For any questions regarding upcoming activities associated with this project, please contact Rob Terry at (559) 233-4148 Ext. 222 or via email at rterry@fresnocog.org.

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

I. **Urban Forestry Program [Terry] [INFORMATION]**

Exhibits:

ITEM I 1

Summary: Fresno COG currently serves as a beneficiary organization for the CivicSpark CalFire project: The Urban Forestry Program. CivicSpark currently has a 6-member team working on projects out of an office in Fresno, which is supervised by Don Pauley - retired Kingsburg City Manager. The program was built out of a series of listening sessions conducted by LGC and OPR almost 2 years ago, with Fresno COG as one of the participants in these listening sessions. The circuit planner concept, which came out of the Blueprint Implementation process, and was further implemented by Fresno COG individually - resonated strongly with the group and was effectively built into the program design. By providing capacity building support, the teams can extend local government capacity by responding to local needs on a case by case basis, without the need to "staff up" each local government as a whole. Fresno COG is providing general staff support to further the efforts of the program, which aims to improve the tree canopy within urban areas. The program overview is attached for reference. Additional information on urban forestry topics through the LGC can be found at: <http://www.lgc.org/trees>.

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

J. **Cap and Trade Update [Terry] [INFORMATION]**

Exhibits:

ITEM I J 1 ITEM I J 2 ITEM I J 3 ITEM I J 4 ITEM I J 5

Summary: Below is more detail on each of the Transportation and Sustainable Communities Funding programs associated with Cap and Trade.

- **Affordable Housing and Sustainable Communities (AHSC) Program:** This program is administered by the Strategic Growth Council (SGC), and implemented by both the Department of Housing and Community Development (HCD) and Natural Resources Agency's, with a funding allocation of \$130 million. The program aims to fund land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce GHG emissions, while significantly benefiting disadvantaged communities and providing affordable housing. Program activities are intended to yield in projects that include transit-oriented development, intermodal affordable housing, transit capital projects, active transportation and complete streets.

At their regular meeting on June 30, 2015, the SGC formally approved the 28 projects recommended by staff, totaling \$121,955,460. Among these was one project in the City of Fresno (Hotel Fresno), which was awarded \$4,800,000. The complete list and description of projects approved is attached, for reference. Additional information on the program can be found at: http://sgc.ca.gov/s_ahscprogram.php.

On both July 14th (Sacramento) and 20th (Los Angeles), respectively, Fresno COG attended SGC-held

workshops titled “Lessons Learned: Round One”, intended to interface with those parties involved in the AHSC Grant Program, in preparation for Round Two of the program. Approximately 100 people were in attendance at each workshop, representing private developers, special interest/non-government, and/or quasi-government groups; and local, regional and state agencies. Both the Council and SGC staff were very open about the challenges and shortcomings of Round One. However, those attending were generally very complimentary of the process and efforts made, overall, and were largely unified on the areas needing the greatest attention. Following are those areas that received the greatest amount of attention during workshop discussions:

- Rural Agency Competitiveness and Eligibility

The Round One application process included the submission of 147 concept applications, with 56 of these ultimately being invited to submit full applications. This resulted in 28 applications being awarded, at a total amount of \$121,955,460. 15 of the original 147 were submitted by small and/or rural agencies with populations under 50,000. Unfortunately, only 2 projects, totaling \$11 million (9% of the total funding awarded) were successful in receiving funding awards. SGC staff and the majority of those parties attending the workshop in Sacramento expressed concern for this point. Discussions for potential actions to address this included refining the jurisdictional monetary cap utilized in Round One, creating a set-aside category for small agencies, a tiered scoring process to place rural applications on a level playing field, and regional allocations or a formula-based distribution of the funds.

- Geographic Equity (fair/balanced distribution of funds throughout the entire State)

21 jurisdictions are represented amongst the 28 successful applications; 20 of which are generally located within the Bay Area and SoCal/LA. Similar to the concerns of rural agency competitiveness, ensuring that funds are geographically distributed in a way that allows for the dollars to be utilized state-wide to the greatest extent was also a major theme. Like those offered for rural agency competitiveness and eligibility, discussions for potential actions to address this included refining the jurisdictional monetary cap utilized in Round One, creating a set-aside category for small agencies – especially those not in an MPO area, and regional allocations or a formula-based distribution of the funds.

- MPO Inclusion within the Application and Scoring Process

Legislation language, as well as funding guidelines, direct agencies responsible for administering Greenhouse Gas Reduction Funds (Cap and Trade dollars) within the Sustainable Communities and Clean Transportation category – including programs such as the AHSC – direct such agencies to create and maintain program-specific guidelines that are supportive of implementation efforts for each region’s Sustainable Communities Strategy (SCS). As the keeper of such SCSs, coordination with Metropolitan Planning Organizations (MPOs), such as Fresno COG, is required. In Round One, however, the SGC chose to have such coordination be extremely limited. Understanding that opportunities for greater regional/project-level feedback, as well as additional technical/modeling assistance, were missed by limiting this coordination, the SGC will be seeking greater inclusion for the MPOs in Round Two.

- CalEEMod (California Emissions Estimator Model) and the Scoring Process

The model utilized (CalEEMod) to calculate emissions reductions, and other vital inputs, for the application process provided many technical challenges for applicants both big and small. Concerns of model transparency, lack of methodology documentation, and technical support for the model were consistent tripping points throughout the application process. To begin addressing this challenge, SGC Staff has opened dialogue with the Air Pollution Control Officers Association (CAPCOA) – the group who provides oversight and ownership of the model – to make adjustments to make the model more user-friendly, to improve the transparency of the modeling inputs and outputs, and to customize certain modules for AHSC program use.

- Greater Technical Assistance during the Application Process

Many of the combined challenges offered by such issues as the use of CalEEMod, the limited role of the MPOs, and lack of staff at the local levels, resulted in 42 of the 147 (or 28.5%) concept applications originally submitted being deemed ineligible in Round One; including 11 of the 15 rural agency applications. Given that nearly 30% of the submitted applications were not considered due to the technical challenges associated with the application process, the SGC clearly understood that improved access to technical assistance during the application process is critical to the longevity of a successful program. Discussions on how to address this were largely based on CalEEMod adjustments, and the

more-inclusive role MPOs will likely play in Round Two application activities.

- **Increasing Transit Project Applications**

While 26% of the total funds awarded are to be used on transportation-related infrastructure, only 2 of the total 28 projects awarded were true “transportation only” projects (i.e., bus rapid transit, vanpool, etc.), with the rest focusing the bulk of the funding on affordable housing-related costs. Given that the transportation sector is the largest greenhouse gas emitting sector in the state, efforts to increase project applications that directly address the improvement of transportation-related GHG emissions reductions will be a greater focus in Round Two.

New Interim Director of the SGC, Randall Winston, was scheduled to personally visit Fresno COG on July 27th, in an effort to better connect with the regional planning agencies, and a further follow-up from Round One lessons learned. Staff will provide a verbal update on this meeting directly to the Board.

- **Sustainable Agricultural Land Conservation (SALC) Program**: This program is administered by the California Department of Conservation, as directed by the SGC, with a funding allocation of \$1 million (as part of the \$130 million allocated to the SGC as part of the AHSC Program). Activities associated with this program include the formulation/placement of Sustainable Agricultural Land Strategy Plans.

At their regular meeting on June 30, 2015, the SGC formally approved the 5 projects recommended by staff, totaling \$492,495. No projects from the San Joaquin Valley were included in these approvals. The complete list and description of projects approved is attached, for reference. Additional information on the program can be found at: http://sgc.ca.gov/s_salcprogram.php.

- **High Speed Rail Program**: This program is administered by the High Speed Rail Authority, with a funding allocation of \$250 million. Activities within the program consist of the planning, design, and right-of-way acquisition, and construction of the initial operating segment. The Authority currently has a Request for Qualifications (RFQ) out for the building of the Phase Three of High-Speed Rail in the Central Valley, which can be found at: http://hsr.ca.gov/Programs/Construction/about_construction_package_2_3.html. The homepage for the HSR is: <http://hsr.ca.gov/>.
- **Transit and Intercity Rail Capital Program (TIRCP)**: This program is administered by the California State Transportation Agency (CalSTA), with a funding allocation of \$25 million. Activities within this program consist of capital improvements and operational investments that will modernize California’s transit systems and intercity, commuter, and urban rail systems to reduce GHG emissions, expand and improve rail service and increase ridership, integrate the rail service of the state’s various rail operations, including integration with the high-speed rail system, and improve safety.

On June 30, 2015, CalSTA announced the awardees for the program, totaling \$718,000,021 in funding for 14 projects. One of the awards was in the San Joaquin Valley (San Joaquin RTD). The complete list of awardees is attached, for reference. Additional information on the program can be found at: <http://www.dot.ca.gov/hq/MassTrans/tircp.html>.

- **Low Carbon Transit Operations Program (LCTOP)**: This program is administered through the Department of Transportation (Caltrans), with a funding allocation of \$25 million. Activities within this program are designed to provide operating and capital assistance for transit agencies to reduce GHG emissions and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions.

On June 30, 2015, the State Controller’s Office released information on the approved amounts of funds. Among the 86 projects detailed are three within Fresno County (FAX/City of Fresno, \$249,311; City of Clovis, \$36,902; and FCRTA, \$69,760). The complete list of awardees is attached, for reference. Additional information on the program can be found at: <http://www.dot.ca.gov/hq/MassTrans/lctop.html>.

- Air Quality Improvement Program (AQIP) and Low Carbon Transportation Program: This program is administered by the California Air Resources Board (ARB), with a funding allocation of \$230 million. Within this program, Cap and Trade auction proceeds provide an additional funding source for ARB's advanced technology, clean transportation incentive programs, thus expanding the types of projects ARB has funded through the Air Quality Improvement Program (AQIP). Activities within the program include zero and near-zero emission passenger vehicle rebates, heavy duty hybrid/ZEV trucks and buses, freight demonstration projects, and pilot programs (car sharing, financing, etc.) in disadvantaged communities. Additional details for the various program activities can be found at: <http://www.arb.ca.gov/msprog/aqip/aqip.htm>.

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

K. **Prop 84/Greenprint Update [Terry] [INFORMATION]**

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

- (Task 1) Greenprint: Outreach to experts in the fields of agriculture, biodiversity, water, and energy requesting their participation in an Expert Panel exercise to help with evaluating and refining our initial work in Phase I identifying Valley resources and to help in Phase II to characterize and prioritize the key resource challenges and opportunities that we are facing in the San Joaquin Valley, is on-going. As previously discussed, an expert is an individual with knowledge and experience in the Valley in one or more of these fields. A copy of the letter requesting their participation, signed by City of Madera Mayor and Chair of the Regional Policy Council Robert Poythress and Executive Director of the Kern Council of Governments and Chair of the San Joaquin Valley Regional Planning Agencies' Directors' Committee Ahron Hakimi, and a fact sheet about this process and the extent and nature of their involvement, were included in last month's agenda, and were sent out to potential experts on May 20th.

To date, we have received over 20 positive responses indicating a willingness to participate in the Expert Panel process but also several responses indicating an inability to participate in the process, primarily due to time constraints from other commitments. The Greenprint Phase II Management Committee convened on June 16th to discuss the status of the Expert Panels and further assign specific Committee members to contact specific experts by phone to encourage additional participation.

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

- (Task 2) Model Land-Use Revalidation activities (Model Improvement Program Phase 2) have been ongoing since January 2014. Fehr and Peers, as the selected consultant, is conducting activities associated with the project, including data collection and processing, refinement of model input data; and model estimation, calibration, validation, evaluation and associated training activities. In addition, the consultant is overseeing all project management and information sharing details.

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

- (Task 3) Due to the completion of several anticipated Round 2 activities within Round 1, Department of Conservation (DOC) representatives 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. With 24% of the Valley's overall population, Fresno COG's proportion of these funds is \$20,841.54 for SCS activities, and \$13,200 for RHNA activities.

All Round 2 activities must be completed by 9/30/16, in accordance with the 3-year DOC grant period. For any questions regarding SCS Implementation activities, please contact Rob Terry at (559) 233-4148 Ext. 222 or via email at rterry@fresnocog.org.

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

L. **National Park Transit Update [Fawcett] [INFORMATION]**

1. Yosemite Area Regional Transportation System (YARTS)

Summary: On Wednesday, May 20th a kickoff event and ribbon cutting ceremony was held at the Downtown Fresno Amtrak Station, ushering in the newest route on the YARTS system to provide public transit from Fresno to Yosemite. Covered by local media, the event was attended by local elected officials and their staff of both Fresno and Madera Counties, representatives from Yosemite National Park Service, US Forest Service Tribal Relations, Amtrak, YARTS, and Caltrans Local Assistance. After presentations by Fresno COG Chairman Amarpreet Dhaliwal, Yosemite National Park Spokesman Scott Gediman, City of Fresno Councilmember Esmeralda Soria, and Fresno/Clovis Convention and Visitor's Bureau CEO and YARTS AAC member Layla Forstedt, Certificates of special recognition were presented on behalf of Congressman Devin Nunes, Congressman Jim Costa, State Senator Andy Vidak, and State Assemblymembers Henry T. Perea and Jim Patterson. A partial service demonstration was provided to event attendees who were invited to a luncheon held near Oakhurst at the River Creek Golf and Country Club, and attended by Madera County Supervisor Tom Wheeler and Madera County community members, YARTS staff, and Caltrans Local Assistance.

Transit operations officially began Saturday May 23rd. Public information and marketing efforts to increase both awareness and ridership continue. More information on the service including ridership data will be provided at the September TTC/PAC and Policy Board meetings. More information about the route and schedule can be found at www.yarts.com, or by calling 209-388-9589/877-989-2787.

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

2. Big Trees Transit

Summary: On Friday May 22nd, the kickoff event and ribbon cutting ceremony was held at the Sanger Depot, hosted by the City of Sanger and attended by community members, local officials, Sequoia Kings Canyon National Park representatives, as well as FCRTA and EOC transit operations management and staff. After an introduction by Interim City Manager Deborah Sulton and Community and Economic Development Manager Dan Speers, an Invocation was given by FEOC Chairman, the Reverend Paul McCoy and the Flag Salute was led by John "Doc" Bart of the American Legion. Opening comments by Fresno COG Chairman Amarpreet Dhaliwal, Fresno COG Director Tony Boren and FCRTA General Manager Moses Stites. Also speaking in support of the service, Layla Forstedt and Colleen Bathe, Chief of Interpretation, Education and Partnerships for Sequoia Kings Canyon National Park, after which certificates of recognition were presented on behalf of Senator Andy Vidak, Congressman Valadao, and Assemblymember Henry T. Perea. More information on the service including ridership data will be provided at the September TTC/PAC and Policy Board meetings. More information about the route and schedule can be found at www.bigtreestransit.com, or by calling 800-325-7433.

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

M. **Airport Land Use Commission Update (ALUC) [Fawcett] [INFORMATION]**

Summary: On August 26-28th, the third California ALUC Conference will be held in San Diego, hosted by the San Diego County Regional Airport Authority. ALUC staff, three ALUC Commissioners and County Counsel appointed to the ALUC will be attending the conference. Sessions held at the conference will provide an opportunity to learn more about topics and issues of interest, to effectively carry out the important public safety and airport land use compatibility planning activities that ALUCs are responsible for.

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

N. **GrantFinder Service Renewal and Training [Chargin] [INFORMATION]**

Exhibits:

 ITEM I N

Summary: In effort to assist Fresno COG member agencies and partnering agencies in finding grant

opportunities, Fresno COG has re-subscribed to EfficientGov.com's GrantFinder database to offer their services, free of charge to our member agencies for a period of one year.

GrantFinder is a real-time, comprehensive database of all federal, state, foundation and corporate grants available to municipalities, counties and non-profit partners. The database is updated daily with new grants as well as updates to existing grants within the system. Additionally, the service provides for unlimited access to EfficientGov news, articles and the GrantIntel newsletter, which focuses specifically on grant funding.

Currently, every member agency is represented with one or more user accounts for the service, as well as several partnering agencies. It is important that the correct person is registered so that the service may be utilized to its full extent. The user list is enclosed; please review your agency's representative(s) for accuracy.

On Wednesday, July 29, 2015 at 10:00am, GrantFinder and Fresno COG will hold a tutorial webinar with Q & A for users. Details will be sent out to the user list prior to the training.

Please contact Lindsey Chargin at 559-233-4148 ext. 205 for more information or to change the representative for an agency.

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

O. **Monthly Grant/Call for Project reminders [Chargin] [INFORMATION]**

Exhibits:

 ITEM I O

Summary: See attached memo. For the latest information on grants, Fresno COG member agencies and partnering agencies can register for EfficientGov's GrantFinder database service. Fresno COG has subscribed to this service and is offering free membership to local agencies and partnering agencies. If you or someone from your agency is interested in signing up for this service, or if you have any questions, please contact Lindsey Chargin at 559-233-4148 ext. 205 or lindseyc@fresnocog.org.

EfficientGov offers grantwriting assistance and provides real-time, comprehensive, grant information for all federal, state, foundation and corporate grants that are available to municipalities, counties and non-profit agencies. The database is updated daily with new grants as well as important updates to existing grants within the database. Additionally, the service provides for unlimited access to EfficientGov news, articles and the GrantIntel newsletter, which focuses specifically on grant funding.

If your agency has already subscribed, but a tutorial on how to search for grants is needed, EfficientGov offers a free monthly demo for all of its users. You can sign up for the next available tutorial here: <http://efficientgov.com/refresh>.

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

II. **TRANSPORTATION ACTION / DISCUSSION ITEMS**

A. **I-5/SR-99 Goods Movement Study Consultant Contract [Terry] [APPROVE]**

Summary: Recognizing the importance of goods movement to the region, the eight San Joaquin Valley Regional Transportation Planning Agencies and Caltrans commissioned the San Joaquin Valley (SJV) Interregional Goods Movement Plan (Plan), completed in 2013. The Plan built upon recent traffic, logistics, and long-term infrastructure improvement planning efforts throughout the region. Building on these prior efforts and new analysis, the Plan developed a comprehensive list of prioritized multi-modal projects, strategic programs, and policies to guide future goods movement investments and policy. The Plan concludes with a discussion of funding and implementation strategies so the SJV Regional Planning Agencies can move forward with next steps to realize the vision embodied in the Plan (<http://sjvcogs.org/goods.html>). The Plan proposes four projects along the I-5 and seven projects along SR-99 to increase capacity; as well as numerous others throughout the I-5 and SR-99 corridors providing important East-West connections as well as parallel capacity.

Caltrans has identified \$550,000 from the Public Engagement and Emerging Priorities Branch of the

Office of Sustainable Community Planning to move the planning and implementation efforts of the San Joaquin Valley Goods Movement Plan forward. The funds come from the State Highway Account and there is no match requirement. Staff has had discussion with the Office of Sustainable Community Planning and determined Fresno COG will implement the study on behalf of the San Joaquin Valley COGs. Oversight of the technical aspects of the project will be provided by a Technical Advisory Committee (TAC), comprised of representatives from all eight of the MPOs in the Valley, Caltrans Districts 6 & 10, as well as Caltrans Headquarters. Overall project coordination is being provided by the Valleywide Coordinator, Michael Sigala, as approved by the COG Director's at their February 2015 meeting.

The overall project objectives for the study include: 1) conducting a comprehensive identification and analysis of strategies to improve the efficiency of goods movement along the I-5 corridor through the Valley; 2) conducting in-depth analysis of all safety, environmental, and road maintenance cost effects of each identified strategy; 3) engaging diverse public and private stakeholders in the planning process; 4) analyzing the impacts on SR 99 and other major regionally significant corridors; 5) analyzing financial feasibility of the proposed strategies; 6) coordinating with other related planning efforts; 7) prioritizing strategies and future research needs; and, 8) identifying next steps, funding sources and developing recommendations for implementing the strategies such as a pilot project.

An RFP for consultant services to accomplish these objectives was released on May 22, 2015, with one proposal being received by the proposal due date of June 26, 2015 (Cambridge Systematics). Following review of the proposal, the TAC/Scoring Committee unanimously recommended the consulting firm of Cambridge Systematics be awarded the contract, not to exceed the amount of \$514,951, as indicated in the received proposal. Following the TAC/Scoring Committee recommendation, project management staff scheduled a face-to-face meeting with Cambridge to ensure the details of the scope and project objectives were a clearly understood and communicated priority. It is anticipated that contract work will be completed in February 2017.

Action: TTC/PAC recommend the Policy Board award the I-5/SR-99 Goods Movement Study contract to Cambridge Systematics, not to exceed the amount of \$514,951, as indicated in both the RFP and the consultant's proposal and attachments.

B. Transportation Conformity/EMFAC2014 -Update and Potential Impact on Project Delivery Schedule [Garza/Dawson] [INFORMATION]

Summary: Transportation Conformity reports to your Board generally involve the adoption of a new RTP, FTIP or an amendment process. Occasionally it is a single standalone document for a new air quality standard. Those are generally cut and dry notifications done to meet federal requirements. Unfortunately that's not always the case. There is a lot of work done behind the scenes, before we get to the finish line, and are able to present the completed products all bundled together to you for your approval process.

The necessity for this unusual report was predicated on the desire to provide the latest information on news that Fresno COG received regarding impacts to our conformity process, and the fact that we do not have regularly scheduled meetings in August (when we may have more fully developed information). Briefly: We were notified that in the process of a routine update of the California Air Resources Board's model for mobile sources called EMFAC-which stands for **Emissions Factor**, that Fresno COG could not meet the established budgets that we used with the prior EMFAC model. We, along with Stan COG and TCAG, cannot conform in our present state using the new EMFAC2014 model.

Fresno COG is taking a very proactive approach; we are about six months ahead of this new model even being approved by EPA and have all the participants in this process actively involved in working toward a quick solution. Meetings are being held between all involved-The Valley has an Air Quality Planning Consultant to coordinate all 8 counties in the San Joaquin Valley Air Basin, the San Joaquin Valley Air Pollution Control District, California Air Resources Board, U.S Environmental Protection Agency, and a consulting valley-wide modeler are all working on this. In addition staff from all of the valley MPO's are having separate meetings to work through details. There are more moving parts involved than just Transportation Conformity budgets; also included are air quality attainment plans, air quality budgets, and air quality standards and as such is a very complex and dynamic process.

The bottom line for project delivery is that we hope that you will not even notice this in any of your projects. But out of utmost caution we announced at the 7/17/15 TTC/PAC meetings, and sent emails to all agencies notification that we are currently processing an amendment with a full conformity to

make sure all projects are listed accurately. The timeline to be able to amend the TIP/RTP is not at all clear so this current amendment is the best approach. Staff will provide more updates as information becomes available.

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

C. **Ag Mitigation Ad-Hoc Committee [Terry] [INFORMATION]**

Summary: At their June 2, 2015 meeting, the Ad-hoc Committee came to consensus on several key items that allowed for the drafting of final recommendations of a policy, implementation and actions associated with the charge given by the Policy Board to "...identify potential policies and actions to minimize the loss of farmland associated with the construction of transportation facilities," for consideration by individual local agencies. July's Committee meeting took place on July 22, 2015 at 1:30 in the Sequoia Room of Fresno COG. Leading up to the meeting, COG staff strongly encouraged all member agencies to have a representative in attendance, as it was anticipated that final recommendations for policy, implementation and future activities/directions would be presented and voted upon at this meeting. Such action was taken by the Committee following significant discussion on the proposed recommendations and language, resulting in some minor adjustments to the final recommendations. Fresno COG staff will now be working on the adjustments; delivering Committee activity presentations to the TTC and PAC, as well as seeking additional input from the PAC, before returning to the Policy Board with final deliverables. Such presentations and interaction with the TTC and PAC will begin at the regularly scheduled September meetings. Delivery of final recommendations for the Board's consideration, as well as a briefing and report on all Committee activities, will take place following completion of the TTC and PAC activities.

For any questions regarding upcoming activities associated with this project, please contact Rob Terry at (559) 233-4148 Ext. 222 or via email at rterry@fresnocog.org.

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

D. **Measure C Amendment Request - Allow for Allocating \$750,000 to Purchase Land Options on the Proposed Fresno County Heavy Maintenance Facility Site [Boren] [INFORMATION]**

Exhibits:

 ITEM II D

Summary: Included as an attachment in your agenda materials is a letter received from the "Fresno Works" High Speed Rail Committee requesting an amendment to our existing Measure "C" Expenditure Plan. The purpose of the request is to make available \$750,000 to purchase options on the land that has been identified as the most suitable in Fresno County for the location of the future High Speed Rail Heavy Maintenance Facility (HMF). The funding would come from the \$25 million previously set aside by Measure "C" Amendment # 1. Approved by the Policy Board in 2010, Amendment #1 established a new Measure "C" High Speed Rail Facilities Program. Funding available from this program is to be used to provide capital for a variety of uses associated with development of the High Speed Rail Heavy Maintenance Facility. Conditions in Amendment #1 state that funding can only be accessed "after" the California High Speed Rail Authority awards Fresno the HMF site. This amendment would allow access to \$750,000 (to purchase land options) from the \$25 million "prior" to being awarded the site by the California High Speed Rail Authority. Staff will provide a verbal update at the meeting.

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

E. **Measure C New Technology Subprogram Update [Garza] [INFORMATION]**

Summary: The Measure C Committee met on January 28th to discuss the Measure C New Technology Reserve Subprogram. The first meeting provided an overview of the Measure C program and detailed information on the funding availability for the New Technology Program. It was expected that in 20 years the program would have over \$36 million in revenues per the Expenditure Plan; however, the most recent estimates reflect an expected \$30.6 million. As of March 24, 2015, the program has \$9.4 million which is growing at about \$1.4 million per year (based on FY 14/15 estimates). Every meeting has included an extensive discussion about funding for Personal Rapid Transit (PRT) and staff has provided background information on how the New Technology Program came about, including a discussion on the Measure C funded Public Transportation Infrastructure Study

(PTIS) that included an assessment of the Personal Rapid Transit (PRT) project. The study concluded the PRT was too expensive; more than what will be available in the fund source. The committee also discussed a few different options proposed throughout the last seven years on how the New Technology funds can and should be expended; however, there has not been one project that has garnered enough traction to be funded through this program. Because of this, the committee discussed the importance of exploring other options including the issuance of a call for projects and explore what is out there that could potentially be a good candidate for funding through this subprogram.

The second committee meeting was held on March 25th where the recommendation and direction to staff was to develop a workgroup that would focus on developing and recommending specific scope and criteria for the solicitation and project selection process. The workgroup met on May 18th, June 8th, June 22, and July 8th. Members of the committee and subcommittee have expressed strong sentiment in regards to ensuring that projects funded through this program include environmental, social, equitable and economic benefits to Fresno County residents and communities (keep it local). Other members from the Social Services areas provided input that spoke to the need of investing New Technology funds on improving the current transit system.

The subcommittee has also heard from several experts regarding advanced transit technologies including Mr. Bengt Gustafsson, CEO of Beamways, a company in Sweden which has recently received a US Patent for a unique Automated Transit Network System that could potentially be used on Pod Cars on a PRT system. The Committee also received a presentation from John D. Clements, Retired Director of Transportation and Consultant/Advisor/Advocate regarding the use of the New Technology funds for purposes of providing matching project funds for innovative projects, like electric buses, that are requesting cap and trade funds and/or other forms of funds. The most recent presentation was given by Aly M. Tawfik, PhD from Fresno State's Department of Civil and Geomatics Engineering who presented about advanced transportation technologies, and the future of transportation. His presentation provided an unbiased overview of the positives, negatives and risks of a PRT system in Fresno.

Current discussions include developing set-asides/soft targets for certain categories such as Near Term Deployment projects/programs (that would include awarding projects for match on other projects), Research and Development and Long-Term (Future) Projects. This discussion triggered staff to draft a rough funding allocation proposal, but when presented to the workgroup, the workgroup decided to table it for possible further discussion.

The next subcommittee meeting will be held on Wednesday July 29th at 3 PM. Please contact Melissa Garza if you are interested in participating in the subcommittee or if you would like more information about the New Tech program.

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

F. **Retrofit Soundwall Study Report Update [Garza] [INFORMATION]**

Summary: In response to increased public inquiry regarding the mitigation of noise levels from local freeways, Fresno COG contracted with LSA Associates, Inc. to prepare a Retrofit Soundwall Study Report for various freeway locations throughout Fresno County. While some of these locations were analyzed by Caltrans several years ago, these locations needed to be re-evaluated in light of growing traffic along the state highways adjacent to these locations. Under Senate Bill 45, the responsibility for prioritizing and programming noise reduction projects for the STIP was passed to local transportation planning agencies, such as the Fresno COG. Five locations that would potentially be eligible for retrofit barrier funding under the Type 2 Retrofit Noise Abatement Program were identified in the December 2014. The consultant is in the final stages of completing the DRAFT Type II Retrofit Noise Abatement Project report. The draft report is expected to be made available to the public in August and a presentation will be made at the September TTC, PAC and Policy Board meetings on the final analysis and recommendations.

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

G. **Caltrans Report [CALTRANS]**

Exhibits:

 ITEM II G

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

Action: This is an information item. Direction may be provided at the discretion of the 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 25, 2015 [APPROVE]

Exhibits:

 ITEM IV A

B. Amendment to Fresno Area Express (FAX) Contract [Beshears] [APPROVE]

Summary: Previously, the Board authorized \$223,322 in FTA Section 5317 New Freedom funds for Fresno Area Express to improve the usability of the existing transportation system for its consumers by improving 14 bus stops throughout the City of Fresno over and above the minimum requirements mandated under the Americans with Disabilities Act (ADA) (FTA CA-57-X090). The Job Access and Reverse Commute Program (JARC) and New Freedom programs were discontinued under MAP21. FTA notified us of \$104,332 in residual apportionments set to expire. The timing an amount of available funds was not conducive of doing a formal call for projects so staff polled all the regional transit operators to see if there were any underfunded projects that the residual funds could be added to and identified the bus stop improvement project for Fresno Area Express as a logical candidate. The additional funds allow FAX to improve 6 more bus stops throughout the city.

Action: PAC recommends authorizing an amendment to the New Freedom contract with FAX to do an additional \$104,332 in bus stop improvements throughout the city.

C. San Joaquin Valley Regional Policy Council Valley Voice Priorities for Washington, DC [Garza] [APPROVE]

Summary: The Regional Policy Council's Valley Voice trip to Washington DC is scheduled for Sept. 8-11 this year. In June both the COG Directors and the SJV Policy Council approved the proposed Valley Voice Priorities to be presented to Congressional delegates, US Senators, and Federal Agencies. The principle priority areas that the Valley Legislative Affairs Committee proposed were almost identical to the priorities approved in 2014. However, there were two changes to the priority list:

1. Request a National Freight Program with a Revenue Source
2. Eliminate previous Air Quality requests, but add a new priority identifying support for the Clean Air Act Modernization proposal (proposed by the SJV Air Pollution Control District).

Existing priorities include:

1. Goods Movement
2. MAP-21 Reauthorization Principles

3. Bridges

Furthermore, at the Regional Policy Council meeting on June 19th, the Council approved the priority list; however, they also gave direction to staff to add a discussion about Water Policy. Staff will be working on the regional priority fact sheets and the materials for the trip during the month of July and August. Staff will also work with the speakers on speaking points and script if needed. Fresno COG is responsible for administering the contract with Simon and Company in the amount of \$10,000 for their consulting services in the coordination of the trip which includes, but not limited to, policy updates, scheduling meetings, assisting with the meeting room reservations, talking points, etc. Lastly, Mr. Michael Sigala of Sigala Inc. announced and presented a check to Fresno COG on behalf of the San Joaquin Valley Regional Planning Agencies from PG&E in sponsorship of the Valley Voice advocacy visit to Washington D.C.

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

D. San Joaquin Valley Regional Policy Council Update [Boren] [INFORMATION]

Exhibits:

ITEM IV D 1 ITEM IV D 2 ITEM IV D 3

Summary: A copy of the agenda from the June 19, 2015 San Joaquin Valley Regional Policy Council meeting is included as an Exhibit.

A flyer announcing the Fall Regional Policy Conference scheduled for October 7-8 is also included.

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

E. Monthly Legislative Update [Garza] [INFORMATION]

Exhibits:

ITEM IV E 1 ITEM IV E 2 ITEM IV E 3

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.

F. Regional Clearinghouse [Arnest] [APPROVE]

Exhibits:

ITEM IV F

	Project	Applicant
1.	FY15 Partnerships to Increase Coverage in Communities II Initiative	Fresno EOC

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

1. Fresno EOC

Community Programs to Improve Minority Health Grant Program - \$500,000 – Federal

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. California Transportation Funding Initiatives Update [Garza] [INFORMATION]

Exhibits:

ITEM V A

Summary: In June, Fresno COG staff notified the Fresno COG Policy Board about Senate Bill 16 by Senator Jim Beall which is intended to provide a temporary solution for addressing the deteriorating streets and highway systems. California faces a \$59 billion backlog in deferred maintenance that will grow by billions every year and cities and counties have a backlog of \$40 billion in repairs. Under SB 16 everyone who uses the roads will share in paying for the cost of these essential repairs. The bill is projected to raise \$3 billion or more annually over its five-year life, which allows time for the state to work out a long-term funding solution. The bill proposes to take the truck weight fees, which raise about \$1 billion a year, from the general fund and return those revenues to its intended purpose: mitigating the damage to roads caused by heavy commercial trucks. The per gallon excise fuel tax would increase by 10 cents to make up for the decline in value lost to inflation. The vehicle license fee would increase by 0.07 percent annually over five years. The vehicle registration fee would increase by \$35. Zero-emission vehicles would be subject to an annual \$100 fee. The bill also guarantees that the revenues will be used exclusively for road, street, bridge repairs, and improving freight mobility at ports. Under this proposal, Fresno County would receive \$20.5 million; the cities would receive \$16.2 million, which includes \$10.4 million for the city of Fresno in the first-year of distribution.

However, after Governor Brown signed the 2015/16 State Budget this year, he asked the Legislature to prioritize addressing the maintenance funding shortfall for transportation and called for a special session. Senator Beall reintroduced SB 16 in the Extraordinary Session as SBX1-1, which makes significant changes to the language in SB 16. Senator Beall requested support for SB 16 and SBX1-1. Before becoming aware of SBX1-1 staff recommended support for SB 16; however, at the July Policy Advisory Committee meeting, the Committee recommended that the Policy Board not support SB 16 because of the significant changes identified in SBX1-1. SBX1-1 increases the gas tax to 12 cents rather than 10 cents and the diesel tax increase would be 22 cents, rather than 12 cents, with a full 12 cents allocated to trade corridor improvement projects. The bill would eliminate the rate-setting process for the price-based excise tax on gasoline and diesel and instead would set the rate at 17.3 cents and index the rate to inflation beginning in 2018. It also expands the funding eligibility to include not only road maintenance and rehabilitation, but also safety projects, railroad grade separations, as well as active transportation and pedestrian and bicycle safety projects. The bill still retains the \$100 registration fee on zero-emission vehicles and the \$35 fee on other vehicles but eliminates the Vehicle License Fee increase, which would have been used to backfill the truck weight fees which are being transferred to the general fund to pay off transportation bonds, and replaces those revenues with a \$35 "Road Access Charge." Lastly, the bill no longer includes a five-year sunset, but rather makes the changes permanent as part of the funding package. SBX1-1 proposes to raise \$4.3 to \$4.6 billion per year as opposed to \$3.4 to \$3.9 billion per year (for 5 years).

According to the author's staff, the Legislature hopes to conclude the efforts of the special session by mid-September and expects significant discussions relating to SBX1-1 next month after the August recess. Because the Fresno COG Policy Board does not meet in August, we will provide relevant updates via email as they unfold. Enclosed is a comparison between SB 16 and SBX1-1. The enclosure also includes other relevant bills introduced in the extraordinary "special" session.

Stay tuned, the Legislature will be holding a series of listening sessions on transportation needs sometime between mid- to late-August and it is expected that at least one session will take place here in Fresno. Also, Fresno COG is working with staff from Speaker Toni Atkins office as she puts together an illustrative list of the types of projects that would likely be funded under the transportation funding package proposed by the Speaker last winter. Staff will work closely with member agency staff if additional information is needed for this endeavor.

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

B. Appointments [Boren] [APPOINT]

1. Selection of Fresno COG San Joaquin Valley Policy Council Representative

Summary: The San Joaquin Valley Policy is comprised of two Policy Board members from each of the eight San Joaquin Valley COGs. Fresno COG's current members on the SJV Policy Council are Mayor Amarpreet Dhaliwal (San Joaquin) and Gary Yep (past Mayor and current councilman from Kerman). With the election of Mayor Stephen Hill, Mr. Yep no longer holds a formal seat on the Fresno COG Policy Board, although he does continue to represent the City of Kerman when Mayor Hill is unable to attend Policy Board meetings. Given that Mr. Yep is no longer on the Fresno COG Policy Board, there is a need to nominate a Fresno COG Policy Board member to replace Mr. Yep and fill the vacancy. Clovis Mayor Nathan Magsig was appointed an alternate to the SJV Policy Council in April 2015.

Action: Appoint a Fresno COG Representative to the San Joaquin Valley Policy Council

2. Selection of Fresno COG Alternate for the San Joaquin Joint Powers Authority

Summary: The San Joaquin Joint Powers Authority (SJPPA) is the public entity formed by six of the eight San Joaquin Valley COGs. Kern COG has not yet joined and San Joaquin COG is represented by the San Joaquin Regional Rail Commission. Additional members of the SJVPPA include the Sacramento Regional Transit Agency, the Contra Costa Transportation Authority and Alameda County. The purpose of the SJVPPA is governance/management of the existing San Joaquin intercity passenger rail service between the San Joaquin Valley and Sacramento and Oakland. Fresno COG's current member on the SJVPPA is Supervisor Henry Perea. Prior to her rotation out of the Clovis Mayor's seat, Lynne Ashbeck served as the alternate. Given that Mayor Ashbeck no longer sits on the Fresno COG Policy Board, the Board needs to select a new alternate to the SJVPPA.

Action: Appoint a Fresno COG Alternate to the San Joaquin Joint Powers Authority

VI. OTHER BUSINESS

A. Items from Staff

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.**