

## TRANSPORTATION TECHNICAL COMMITTEE

**Date:** Friday, February 12, 2016  
**Time:** 8:30 AM  
**Place:** COG Sequoia Conference Room  
2035 Tulare St., Suite 201, Fresno, CA

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**TTC Agenda and Annotated Agenda in pdf format - ALL EXHIBITS ARE AVAILABLE ON WEBSITE**

### **TRANSPORTATION TECHNICAL COMMITTEE**

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

**\*Items listed as information still leave the option for guidance/direction actions by the Committee.**

**\*\*All enclosures are available on our website at [www.fresnocog.org](http://www.fresnocog.org) – Committees and Agendas**

### **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 January 15, 2016 [APPROVE]**

**Exhibits:**

 ITEM I A

#### **B. FY 2016/17 Preliminary Local Transportation Fund (LTF) and State Transit Assistance Fund (STA) Estimates [Beshears] [INFORMATION]**

**Exhibits:**

ITEM I B 1  ITEM I B 2

**Summary:** The County Auditor Controller has estimated the 2016/17 LTF Apportionment at \$35,000,000. This represents a 9% increase from last year's estimate. A spread sheet distributing the funding to member agencies is provided for budgeting purposes.

The State Controller's Office is required to publish the 2016/17 STA Apportionment estimate by February 1. As of this mailing the SCO hasn't posted the Apportionment estimate. A verbal estimate was given in lieu of the formal estimate. It is anticipated the formal estimate will be published and handed out at TTC\PAC

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

C. **FY 2015-16 Second Quarter. Progress Report [Beshears] [ACCEPT]**

**Exhibits:**

ITEM I C

**Summary:** The FY 2015-16 Second Quarter Progress Report is included for your acceptance.

**Action:** Accept.

D. **Statewide Transportation Improvement Program Funding Crisis Letter [Garza] [APPROVE]**

**Exhibits:**

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

**Summary:** As a follow up to the January meeting, the state investment in transportation operations and infrastructure continues to be underfunded despite a rebounding economy and the stabilization of the State Budget through the passage of Proposition 30 in 2012. Transportation funding has been traditionally dependent upon the gas tax and occasional bond funding, such as Proposition 1B, which has matured, for state highway purposes. The gas tax has not been increased or adjusted for inflation since 1994, reducing its buying power and depleting resources available to maintain, let alone expand or improve highway and transit needs. Gas consumption has also decreased as cars have become more fuel-efficient or dependent upon alternative fuels, which are not taxed. This has resulted in the price-based portion of the gas tax being adjusted down by the Board of Equalization from 17.3 cents to 12 cents, an \$872 million hit. The legislature has exacerbated the problem by borrowing \$879 million of transportation funding that has yet to be repaid, diverting over \$1 billion annually in truck weight fees to pay for General Obligation bond debt service. While the legislature recently adopted funding for transportation through the Cap and Trade program, there is uncertainty over the availability of funding for highway-related programs given the emphasis on affordable housing, transit, and clean energy projects. Additionally, pending litigation before the California Appellate Court, *California Chamber of Commerce vs. California Air Resource Board*, in which the plaintiff argues that Cap and Trade violates Proposition 26 because it was a tax that was approved by a majority vote of the legislature, threatens the use of funds for the program and could force the state to repay over \$3 billion that was generated from previous auctions.

In short, state resources for funding transportation have dwindled and the onus has fallen squarely on the shoulders of local jurisdictions, which provide nearly 70% of all funding, to make improvements to the state's transportation system. Addressing our transportation infrastructure needs has become increasingly complex with state mandates to reduce greenhouse gas emissions (AB 32), placing a higher premium on funding projects that create higher housing densities (SB 375), and invest in public transportation to alleviate congestion on the state highway system (SB 862), while specifying investments required in, rather than for the benefit of, disadvantaged communities (SB 535). The Governor estimates that our deferred maintenance for state highways costs exceed \$6 billion annually.

A few proposals have been introduced - Governor's \$3.6 billion FY 16-17 State Budget, SBx1 1 (Beall), and AB 1591 (Frazier) – to provide sustainable funding to fix local streets and roads, the state highway system, and invest in public transportation. (Please see the attached chart to view a comparison of the proposals.) A glaring omission however, is the lack of increased funding for the State Transportation Improvement Program (STIP), which is a flexible program that allows locals a funding stream to

leverage local sales tax dollars and federal grants to address highway safety and congestion, intercity rail, bicycle and pedestrian projects, and local streets and roads improvements. While each proposal contains a provision to restore the price-based portion of the gas tax, additional STIP revenue is needed to keep projects programmed. Consequently, the CTC states that over \$752 million worth of projects are in jeopardy of being deprogrammed.

Attached is a draft letter to the legislature that outlines the impacts of the funding crisis as it relates to STIP and ITIP funding.

**Action:** Staff recommends approval of the letter to be sent to California Legislators. Further direction may be given at the discretion of the Committee.

**E. Fresno COG and FCRTA Annual Audits [Beshears] [ACCEPT]**

**Summary:** The CPA firm Dedekian, George, Small, and Markarian have completed the 2014/15 Financial and Compliance audit for COG. The report details that COG managed its operations according to funding covenants, within budget and has no findings of non compliance. The report satisfies requirements of federal and state funding agencies. Total revenues were \$9,197,836, total expenses were \$9,253,944 and total fund balances at year end decreased \$56,108 to \$1,765,453. Copies of the audit will be available at the meeting to interested parties and linked to our website.

**FCRTA Audit**

The CPA firm Dedekian, George, Small, and Markarian have completed the 2014/15 Financial and Compliance audit for FCRTA. The report details that FCRTA managed its operations according to funding covenants, within budget and has no findings of non compliance. The report satisfies requirements of federal and state funding agencies. Operating revenues were \$588,693, Operating expenses were \$6,618,367, Non Operating Revenues were \$4,399,125, Capital contributions were \$165,302 and total fund balances at year end decreased \$1,465,247 to \$8,822,684. The decrease in fund balance was budgeted to keep reserves at a nominal level. The unreserved fund balance remains unchanged at \$531,343. The Fare revenue ratio of 11.80% is in compliance with state Transportation Development Act statutes of 10 percent; however, fare ratios have been decreasing over the past few years. Copies of the audit will be available at the meeting to interested parties and linked through our website.

**Action:** Accept.

**F. Affordable Housing and Sustainable Communities (AHSC) Technical Assistance Memorandum of Understanding (MOU)[Terry] [APPROVE]**

**Exhibits:**

 ITEM I F

**Summary:** The Budget Act of 2015 appropriated \$500,000 from the Greenhouse Gas Reduction Fund for a pilot technical assistance program for the Affordable Housing and Sustainable Communities (AHSC) Program, administered by the Strategic Growth Council (SGC), to maximize the greenhouse gas reductions of projects located in disadvantaged communities. Through an RFP process, the SGC identified three technical assistance providers to assist eligible participants with direct application development and support for the upcoming 2015-2016 AHSC funding round. Among the three awards was an application submit by the San Joaquin Council of Governments, in partnership with Merced County Association of Governments, Tulare County Association of Governments, Kern Council of Governments, Fresno Council of Governments, Sigala Incorporated, Office of Community and Economic Development (OCED) at Fresno State, and the California Coalition for Rural Housing (CCRH), to provide technical assistance to applicants that were unsuccessful in the first round of the AHSC program. A total of \$94,492.93 was awarded to the group, with Fresno COG's share of the award totaling \$7,864.72.

As the lead agency, San Joaquin Council of Governments is requesting an MOU be established for this collaborative effort. Attached is Resolution 2016-03, intended to complete this request, and allow for Fresno COG to bill San Joaquin Council of Governments (as the grant recipient) for Fresno COG's portion of the program activities.

**Action:** Staff recommends that the TTC/PAC recommend the Policy Board enter into an MOU with San

Joaquin Council of Governments by signing Resolution 2016-03, allowing for Fresno COG to participate in the AHSC Technical Assistance Program, as specified within the agreement.

G. **California Road Charge Pilot Design Recommendations [Garza] [INFORMATION]**

**Exhibits:**

 ITEM I G 1    ITEM I G 2    ITEM I G 3    ITEM I G 4

On January 15, 2016, the California Road Charge Technical Advisory Committee (TAC), which is studying road charging as a potential replacement for the gas tax, released its final recommendations for the design of a statewide pilot study of road charging.

The recommendations reflect the input received from hundreds of stakeholders and individuals that represent every region of the state. The TAC underwent a rigorous, yearlong process to study all aspects of road charging, and to solicit feedback from stakeholders and members of the public. To gather input the TAC held 12 public meetings in all major regions of the state, reached out to and briefed state elected officials and their staff, and also briefed news reporters and editors in all of the state's major media markets. All of the input received was considered in the final report.

Some of the highlights of the TAC's recommendations are that the pilot should:

- Offer drivers a choice in mileage recording methods
- Protect drivers' privacy and personal information through third-party validated protocols
- Determine the impacts of a road charge on various income levels
- Determine the impacts of a road charge on urban and rural drivers
- Seek participation from at least 5,000 vehicles that represent the geographic, demographic and socioeconomic diversity of our state
- Cost drivers nothing to participate

The California State Transportation Agency (CalSTA) will now execute the Road Charge Pilot according to these recommendations. The nine month pilot will begin this summer and CalSTA is now starting its work to recruit 5,000 volunteer drivers. Volunteer participation and feedback will be vital in fine-tuning the proposed program that could eventually tie highway funding with road usage rather than gas tax proceeds. Volunteer drivers will be able to choose from one of several mileage reporting methods that California will be testing. Volunteering is free and no actual money will be exchanged. Participants will have the choice of submitting mock payments via mail or a secure website for testing purposes. Volunteers can enroll at [www.CaliforniaRoadChargePilot.com](http://www.CaliforniaRoadChargePilot.com).

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

H. **I-5/SR-99 Goods Movement Study Update [Terry] [INFORMATION]**

**Summary:** The Demonstration Working Group continues to focus on the identification of the most impactful demonstration project(s) utilizing the consultant's on-going work associated with the existing conditions analysis, and coordination with additional items such as the I-5 Truck Parking Study. On January 28<sup>th</sup>, the Technical Advisory Committee discussed the first list of preliminary demonstration project concepts, beginning with the identification of priority goods movement projects that could be eligible for funding under the goods movement provisions in the FAST Act. While the exact nature of FAST freight project eligibility is still being worked out, the following details are understood:

- The project should be on the National Highway Freight Network – SR-99, I-5, I-205, SR-4 and SR-58. It may also be on a priority rural corridor, but the state has yet to designate these.
- The project should be included in the California State Mobility Plan project list, which can be found at: [http://www.dot.ca.gov/hq/tpp/offices/ogm/CFMP/Dec2014/Appendices/Appendices/Appendix\\_A\\_Project\\_List/CFMP\\_Project\\_List\\_123014.pdf#zoom=75](http://www.dot.ca.gov/hq/tpp/offices/ogm/CFMP/Dec2014/Appendices/Appendices/Appendix_A_Project_List/CFMP_Project_List_123014.pdf#zoom=75)
- The project should have been identified in the SJV Interregional Goods Movement Plan.
- The project needs to be construction ready within 18 months of the date of obligation of funds for the project.
- The project should have Caltrans concurrence concerning its priority.

The online homepage for the planning effort can be found at: [http://sjvcogs.org/valleywide\\_activities/good-movement](http://sjvcogs.org/valleywide_activities/good-movement). Staff continues to work with the consultant team to refine the list of potential projects.

All aspects of the project remain on schedule and within budget.

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

I. **SJV Goods Movement Sustainable Implementation Update [Terry] [INFORMATION]**

**Summary:** The San Joaquin Valley Goods Movement Sustainable Implementation Plan (SJVGMSIP) is being conducted to build upon the previously completed San Joaquin Valley Interregional Goods Movement Plan (completed in 2013) which identified “first and last mile connectivity” (e.g. to-and-from freight hubs located within proximity of highways or agricultural processing centers, distribution centers, intermodal facilities, and industrial and commercial zoned land and other freight hubs), truck routing and parking needs, rural priority corridors, and developing a goods movement performance and modeling framework for the San Joaquin Valley as critical needs/steps for further evaluation and development. This valley-wide planning effort is being led by San Joaquin COG, with overall project management responsibilities being provided by valley-wide coordinator, Michael Sigala. Fresno COG is engaged in the process as an active participant. Activities began in late 2015, and are being coordinated with the I-5/SR-99 Goods Movement Study.

The SJVGMSIP will accomplish the following:

- Provide a comprehensive identification of the highest priority first and last mile connectors and economic activities they support, as well as an identification of near and long term improvements to these connectors.
- Identification of key areas of concern and related capital and policy recommendations for addressing truck routing and parking needs on the regional and local level.
- By utilizing existing economic and traffic data, identify and prioritize the region's most critical rural corridors.
- Develop the guiding framework and infrastructure to create and sustain a SJV Goods Movement modeling system to incorporate the existing truck model and other available freight data; to train and maintain regional transportation planning agency modeling staff, and to develop performance measurements consistent with state and federal transportation goals.
- Provide a technical foundation for aligning with our ongoing SCS implementation efforts that are unfunded at the federal level.
- Engage various public and private stakeholders in the goods movement planning process.
- Identify funding, implementation strategies and other recommendations to enhance and improve future goods movement planning efforts.

The online homepage for the planning effort can be found at: [http://sjvcogs.org/valleywide\\_activities/good-movement/](http://sjvcogs.org/valleywide_activities/good-movement/)

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

J. **Blackstone Corridor Transportation and Housing Study Request for Proposals (RFP) [Cai] [INFORMATION]**

**Summary:** An RFP has been issued for a Blackstone Corridor Transportation and Housing Study for the amount of \$150,000. The area to be studied includes the following boundaries: Van Ness/Maroa Avenues to Harvard Avenue to Clark Avenue to Home Avenue (please see attached map). A basic housing needs analysis will be conducted for Fresno City College to determine the potential market for housing and the kinds of housing and amenities that would be attractive to students who otherwise must commute to the college to attend classes. The study will also identify a safe, accessible, connected and walkable pedestrian environment that enhances neighborhood quality and promotes walking and transit use as a practical and attractive means of transportation in a cost-effective manner.

The RFP can be found at: <http://www.fresnocog.org/sites/default/files/publications/RFPs/Blackstone.pdf>.

Proposals are due on Feb 12, 2016. The study is expected to be completed in the fall of 2016.

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

K. **Measure C Citizen Oversight Committee Representation [Veenendaal] [INFORMATION]**

**Exhibits:**

 ITEM I K 1  ITEM I K 2

**Summary:** The Fresno Council of Governments Policy Board, acting as the Fresno County Mayors' Select Committee and the Chair of the Fresno County Board of Supervisors, will be asked to appoint one new member to the Measure C Citizen Oversight Committee (COC), consistent with the November 2006 voter-approved Measure C Expenditure Plan, at their meeting on March 25, 2016. The available position is for a Community Organization Representative whose four year term began July 1, 2015.

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 (with additional qualifications listed below) and seven members who must each be representatives drawn from a diverse mix of interested community organizations. A list of current committee members is attached.

Members of the Citizen Oversight Committee must meet certain eligibility and residency criteria as noted on the application form and in the attached Appendix G – Citizen Oversight Committee. Appendix G also states the Committee's duties and responsibilities. Members serve 4-year terms, with a maximum limit of eight years on the committee.

**DEADLINE:** Applicants need to complete the attached application form and submit it to Fresno COG by March 1, 2016 at the following address or email:

Measure C COC

c/o Brenda Veenendaal

Fresno COG

2035 Tulare Street, Suite 201

Fresno, CA 93721

Email: [brendav@fresnocog.org](mailto:brendav@fresnocog.org)

Should you have any questions regarding the vacancy or the Citizen Oversight Committee, please call Brenda Veenendaal at 559-233-4148, ext. 219.

You may also view the Committee's webpage at: <http://www.fresnocog.org/citizen-oversight-committee-0>,

And the Measure C website at: <http://www.measurec.com/board-of-directors/oversight-committee/>

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

L. **Fresno COG Public Participation Plan Update Notification [Veenendaal] [INFORMATION]**

**Summary:** In preparation for the 2018 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) Update "Kick-off" in the Fall, Fresno COG staff is updating their 2012 Public Participation Plan. During the development of the 2014 RTP/SCS Fresno COG's Public Participation Plan and the RTP Public Outreach Strategy were two separate, complimentary documents. However, Federal Highways (FHWA) directed Fresno COG staff to combine the two documents into one.

Staff is beginning in-house evaluation of Public Participation Plan update needs, but will be reaching out to the community, stakeholders, committees and the Policy Board for input on updates or new strategies they suggest should be included in the updated plan. Staff plans to release the 2016 Public Participation Plan for 45-day Public Review and Comment some time in April of 2016, for adoption near the end of the fiscal year. Any questions or suggestions regarding the Public Participation Plan update, and requests to be added to a notification list for public meetings and notifications on the update,



should be forwarded to Brenda Veenendaal, Fresno COG Staff Member, at [brendav@fresnocog.org](mailto:brendav@fresnocog.org).

The 2012 Fresno COG Public Participation Plan may be viewed or downloaded at the following link:

[http://www.fresnocog.org/sites/default/files/publications/Public\\_Participation/2012\\_Public\\_Participation\\_Plan\\_Final.pdf](http://www.fresnocog.org/sites/default/files/publications/Public_Participation/2012_Public_Participation_Plan_Final.pdf)

The 2014 Regional Transportation Plan Public Outreach Strategy may be viewed or downloaded at the following link:

<http://www.fresnocog.org/fresno-cog-regional-transportation-plan-public-outreach>

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

**M. Census Bureau's Block Boundary Suggestion Project (BBSP) [Scott] [INFORMATION]**

**Summary:** The State Census Data Center (SCDC) is collaborating with the UC Berkeley Statewide Database (SWDB) to coordinate the U.S. Census Bureau's Block Boundary Suggestion Project (BBSP) portion of Phase 1 of the 2020 Census Redistricting Data Program. California has designed the BBSP to allow its counties the opportunity to provide input about the features that will be designated as boundaries for census tabulation blocks in the 2020 Census. It also allows counties to suggest block boundary changes that may be of use in the post-2020 Census redistricting process or for other data tabulation purposes.

In preparation for the BBSP, the SCDC will be holding a two-hour training workshop at Fresno COG on February 19<sup>th</sup> at 10:00am. Although the program is designed to function at the regional and county level, we feel it is important for the cities to participate as well. You may contact Julie Hoang at the CSDC ([Julie.Hoang@dof.ca.gov](mailto:Julie.Hoang@dof.ca.gov), 916.327.0103 x2531) or Seth Scott at Fresno COG ([sscott@fresnocog.org](mailto:sscott@fresnocog.org), 559.233.4148 x243) with questions about the workshop.

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

**N. Circuit Planner Report [Terry] [INFORMATION]**

**Summary:** On December 9, 2015, Fresno COG staff held a hand-off meeting with the new circuit planning team (VRPA Technologies) and the former circuit planning team (Bruce O'Neal and Associates). The intent of the meeting was to allow for the former team to debrief the new team; discussing previous work completed, coordinating on-going efforts, and discussing potential future areas of concentration and/or projects. Following this meeting, VRPA began conducting outreach to coordinate with each of the thirteen smaller cities (with populations under 50,000) in Fresno County being served by the program, to both further progress on-going efforts and continually identify new projects. In the month of February, VRPA will be delivering their initial report for each agency, detailing their efforts and findings, thus far. Should any agency have questions, comments or concerns regarding the circuit planner program, please contact Rob Terry at (559) 233-4148 Ext. 222 or via email at [rterry@fresnocog.org](mailto:rterry@fresnocog.org).

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

**O. Circuit Engineer Report [Terry] [INFORMATION]**

**Summary:** Kick-off activities with the circuit engineering team (Willdan) officially took place on February 3, 2016. Project efforts are to be focused on providing continuity between the circuit planning and engineering teams, resulting in SCS-supportive and self-selected projects that move smoothly through planning, programming, and into completion, as desired by the agency receiving the services. Over the coming months, the circuit engineering team will continually reach out to each of the smaller cities (populations under 50,000) to provide engineering assistance to implement transportation projects, with special focus on those identified through the circuit planning activities. Staff anticipates a report of initial activities in the next two months, which will then be delivered to the TTC and PAC for reference. Over the coming months, a programming staffer at Fresno COG will take on the responsibility of this program, as projects move into programming activities. Until this time, if you have any questions, comments or concerns regarding the initial tasks associated with the circuit engineering program, please contact Rob Terry at (559) 233-4148 Ext. 222 or via email at [rterry@fresnocog.org](mailto:rterry@fresnocog.org).

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

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

**Exhibits:**

ITEM I P

**Summary:** See attached memo for the latest details on programs funded by the Greenhouse Gas Reduction Fund (Cap and Trade auction proceeds). For any questions regarding the various programs and/or activities associated with Cap and Trade auction proceeds, 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 Committee.

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

**Summary:** (Task 1) Greenprint: The Management Committee for Phase II of the Greenprint project is recommending three primary changes to the project direction. The first change would redirect \$15,000 from the project budget to fund membership in Data Basin, a user-friendly, science-based mapping and analysis platform that enables people with varying levels of technical expertise to access spatial data, non-technical tools, and collaborative networks. This amount of funding is a one-time fee for the access, development, and use of data and maps through the San Joaquin Valley Gateway (sjvp.databasin.org) within Data Basin. The SJV Gateway is focused on issues within the San Joaquin Valley, including the recent, ongoing effort to identify least –conflict lands for solar development.

Joining Data Basin helps resolve a major challenge faced by the Greenprint project from its beginning: data management and maintenance. Data Basin provides a location now and in the future for all of the maps compiled during Phase I of the project. The maps are currently located at U.C. Davis (sjvgreenprint.ice.ucdavis.edu) and in many cases have either become outdated or additional maps have been created that need to be added to the catalogue. Most maps in Data Basin are linked to the source map and as the source map is updated it is automatically updated in Data Basin. Joining Data Basin provides for an ongoing location for the natural resource maps collected and organized in Phase I and provides for the update of those maps and the inclusion of new maps as they are developed on an ongoing basis.

The second change provides for additional outreach for the Demonstration Projects and the use of the maps and other datasets developed in Phase I. It seems clear that for the Greenprint project to have any lasting value the Demonstration Projects must be successful. Consequently, in conjunction with the release of the RFP for the Demonstration Projects, there will be additional outreach throughout the Valley to publicize the RFP and encourage agencies and organizations to submit proposals. Outreach will be focused on Boards of Supervisors and/or COG Boards, other local governmental agencies, non-governmental agencies, and the extensive list of experts previously identified. The Phase II Advisory Committee will assist in this effort, particularly with regard to identifying and reaching out to non-governmental agencies.

Training in the use of Data Basin and its San Joaquin Valley Gateway will also be offered in conjunction with the release of the RFP. It remains to be decided if there will be one or more workshops in the Valley or whether a Data Basin webinar would be appropriate, or perhaps even both. The goal is to familiarize all the stakeholders with Data Basin so that they can incorporate and manipulate its spatial data for use in their Demonstration Projects now, and also for future use.

The third change concerns a reduced scope and budget for one or more of the other Phase II tasks in order to free up funds to access and utilize Data Basin for the Demonstration Projects. These changes have yet to be fully defined and will be discussed further at the next Management Committee conference call on February 4 and Advisory Committee meeting later in the month.

(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.

(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 Sustainable Communities Strategy (SCS) printing/duplication for outreach and public involvement, as well as the amount available to assist with Regional Housing Needs Allocation (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.

At current, all Round 2 activities must be completed by 6/30/16, and billed by 9/30/16, in accordance with the 3-year DOC grant period. However, staff is currently working with the DOC grant manager to determine if an extension is possible, to allow for enhancement of grant activities associated with the Greenprint and SCS tasks. Further details, and request from approval of actions (where appropriate) will be brought to the COG Director's group, and the TTC/PAC and Policy Board, as feedback is received from the DOC grant manager.

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

R. **Regional Transportation Safety Summit in Fresno [Cai] [INFORMATION]**

**Exhibits:**

 ITEM I R 1  ITEM I R 2

**Summary:** As part of Caltrans' statewide efforts to implement the Strategic Highway Safety Plan (SHSP), Fresno COG is hosting one of the six Regional transportation Safety Summits on Tuesday, February 23 from 8:30 a.m. to 12:30 p.m., followed by a Q & A session for Tribes from 12:30-1:30 p.m. The event will address traffic safety issues in 13 counties: Alpine, Calaveras, Fresno, Inyo, Kings, Madera, Merced, Mariposa, Mono, San Joaquin, Stanislaus, Tuolumne, and Tulare. At the Summit participants will learn about the new Strategic Highway Safety Plan and how it will involve local and regional agencies in improving safety on all public roadways in California. Representatives of engineering, education, enforcement and emergency response with a role in safety are invited to participate in the meeting, at which participants will:

- Learn about the top traffic safety problems in the region
- Learn about safety activities underway
- Participate in workgroup discussion about priority safety strategies and actions
- Find out about funding sources for safety planning, infrastructure and non-infrastructure projects
- Learn about new safety resources
- Network with other safety professionals
- Provide input to safety needs.

Pre-registration is required for this free event at: <http://goo.gl/forms/x01W0UAv9y>

Attached are the invitation flyer and a draft agenda.

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

S. **Monthly Grant/Call for Projects/Request for Proposals [Garza] [INFORMATION]**

**Exhibits:**

 ITEM I S

**Summary:** Please 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 Melissa Garza at 559-233-4148 ext. 210 or [mgarza@fresnocog.org](mailto:mgarza@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 Item. Direction may be provided at the discretion of the Committee.

## II. **TRANSPORTATION ACTION / DISCUSSION ITEMS**

### A. **Draft FY2016-17 – Overall Work Program and Budget [Garza] [REVIEW]**

#### **Exhibits:**

 ITEM II A

**Summary:** The FY 2016-17 Overall Work Program (OWP), totaling \$18,925,775, is submitted for review. The proposed budget decreased \$2,619,156 from last year. Operational revenues remain intact, reserves are adequate and the agency continues to operate within the bounds of prudent management.

This year's budget total reflects a decrease of 12% from the approved FY 2015-16 budget. This decrease is spread over a large variety of programs; however, a significant factor causing this reduction is simply that federal grants for multi-year projects are fully funded in our operating budget and funds that are spent are not reflected in the subsequent year's budget. There is a commensurate decrease in one-time expenses associated with this phenomena and generally operating expenses are not affected. Decreases in revenues resulting of this sort are the FTA Section 5307 funding demonstration projects providing public transit service to Yosemite and Sequoia national parks, the FTA JARC/New Freedom Grant program, and the Proposition 84 Sustainable Communities Grant from the Department of Conservation.

Federal revenues decreased 20% (\$1,863,715) reflecting the previously mentioned FTA 5307 and FTA Section 5316 & 5317 drawdowns; however, this year's budget includes an application for new FTA Section 5307 funds that will be used for an update to our Long Range Transit plan. State revenues decreased 31% (\$688,784) largely due to the drawdown of the Prop 84 Sustainable Communities grant as well as progress on the state funded San Joaquin Valley Goods Movement Study. Local revenues decreased 1%, (\$66,657), a significant part of which is Cash Match revenue from FTA Section 5316 & 5317 projects that were spent down as the program continues to be phased out and Local Measure C revenues programmed for High Speed Rail. Furthermore, utilization of the Measure C Taxi Scrip, Carpool, Commuter and Farm Worker Vanpool programs continue to grow.

**Action:** Release FY 2016-17 Overall Work Program for 45-day review and comment period.

### B. **Class IV Separated Bikeway (Cycletracks) Feasibility Study Consultant Selection [Thompson] [APPROVE]**

**Summary:** While bikeways for decades have been grouped into three categories of facilities, recent legislation enacted into law in California establishes a fourth category, or Class IV bikeways, that are referred to as cycletracks or separated bikeways. These 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. Cycletracks may increase the number of bicycling trips, thereby helping meet local and state greenhouse gas emissions reduction goals, improving health by helping more people be active, and stimulating the economy.

Two proposals were submitted in response to the Request for Proposals for the Class IV Separated Bikeway (or Cycletracks) Feasibility Study. Interviews were conducted with both proposers, Fehr and Peers and Alta Planning & Design, on February 3, 2016. There were five members on the Scoring Committee that interviewed and scored the two proposals, including Jill Gormley, Traffic Engineer with the City of Fresno; Scott Redelfs, Assistant Public Utilities Director with the City of Clovis; Mohammed Khorsand, Supervising Planner with the County of Fresno; Tom Gaffery, Parking & Transportation Manager with Fresno State College; and, Dr. Anthony Molina, Chairperson of Fresno's Bicycle and Pedestrian Advisory Committee.

The Scoring Committee recommends the selection of Alta Planning & Design to conduct the

Cycletracks Feasibility Study. The Alta team showed a passion about the project and clearly indicated its extensive knowledge and experience with Class IV Separated Bikeways. The Principal-In-Charge for Alta has many more hours and appeared much more engaged in the project than her counterpart with Fehr and Peers. Similarly, the Project Manager for Alta has many more hours in the project than his counterpart. The individual with Fehr and Peers who had most of that firm's hours was not present for the interview so the Scoring Committee wasn't able to fairly evaluate his contribution to the project. Alta has worked successfully with Fehr and Peers on many projects elsewhere in the State and there is every expectation that necessary coordination will continue with this project. This is particularly important given the many projects Fehr and Peers has been successful obtaining locally. Because of its enthusiasm, experience and understanding of the project, Alta will bring a fresh perspective to the Cycletracks Feasibility Study that complements the efforts of Fehr and Peers on its projects.

**Action:** The Scoring Committee recommends the Class IV Separated Bikeway (Cycletracks) Feasibility Study be awarded to Alta Planning & Design, with the amount not to exceed \$99,976.

C. **Congestion Management Process Update Consultant Selection [Cai] [APPROVE]**

**Summary:** Fresno COG is in the process of updating its Congestion Management Process (CMP), and is seeking consultant's help to develop a web-based congestion monitoring dashboard for the Fresno region as part of the CMP update. Two proposals were received, one from Iteris and the other from Fehr and Peers.

Interviews were conducted on February 2nd, and the Scoring Committee recommended that Iteris be selected as the consultant team to develop the congestion monitoring dashboard for the Fresno region. Iteris brings prior experience with developing CMP for multiple California Metropolitan Planning Organizations, and has developed the nation-wide state-of-the-art MAP-21 Dashboard using the National Performance Management Research Data Set (NPMRDS). Iteris also developed the Caltrans PeMS system 15 years ago and has since continued to support and maintained the PeMS system for Caltrans. VRPA Technologies will be the sub on Iteris' team.

**Action:** Staff recommends that Iteris be selected as the consultant team to develop the congestion monitoring dashboard, and that TTC/PAC recommend the Policy Board authorize COG Executive Director to enter into contract with Iteris for the amount next to exceed \$149,984.

D. **2016 Growth Forecast Consultant Selection [Scott] [APPROVE]**

**Summary:** Fresno COG has requested proposals for an updated regional demographic forecast for Fresno County to aid the COG in its forthcoming planning efforts, most notably the 2018 RTP/SCS. Of the six proposals received, three were considered by the Scoring Committee: from Applied Development Economics (ADE), from Economic & Planning Systems (EPS), and from Marin Economic Consulting (MEC).

Interviews will be conducted on February 10. The Scoring Committee's recommendation for selection will be presented for review at the February 12th meeting.

**Action:** Staff recommends approval of the Scoring Committee's recommended proposal, and that TTC/PAC recommend the Policy Board authorize the COG Executive Director to enter into contract with the selected firm with the amount not to exceed that as outlined in the original proposal. (This amount will be presented at the February 12th meeting.)

E. **Environmental Justice Sub Committee [Veenendaal] [APPROVE/DIRECTION]**

**Summary:** As had been done in the past, during the early stages of planning and drafting the 2014 Regional Transportation Plan, Fresno COG convened the Environmental Justice Task Force to serve in an advisory fashion for development of the Environmental Justice Plan (Chapter 3 of the 2014 RTP). Fresno COG would like to now propose convening an Environmental Justice Advisory Committee that would be structured to serve as a subcommittee of Fresno COG's Transportation Technical Committee (TTC). The subcommittee members would report all advisory actions to the TTC through an Environmental Justice Representative. Then the TTC's recommendations would be referred to the Policy Advisory Committee and Fresno COG Policy Board.

Following approval of this new subcommittee concept, staff suggests the following process for subcommittee development:

1. Appointment of an Environmental Justice Representative to Fresno COG's TTC
2. Environmental Justice Advisory Committee positions identified
3. Applications for fulfillment of the available subcommittee positions received
4. TTC appoint the subcommittee membership
5. The subcommittee would meet when Fresno COG staff, the TTC, the Policy Advisory Committee or the Fresno COG Policy Board request recommendations on items involving Environmental Justice populations. They would also meet to assist Fresno COG staff in setting thresholds for Environmental Justice Populations for Environmental Justice Plans.

**Action:** Staff recommends approval of the formation of a TTC Subcommittee on Environmental Justice, and direction on the development process outlined by staff.

**F. Measure C New Technology Reserve Fund Update [Garza/Arnest] [APPROVE]**

**Summary:** The Measure C New Tech Committee met on January 26<sup>th</sup> to discuss the Measure C New Technology Reserve Subprogram. The meeting centered on the establishment of the Multidisciplinary Advisory Group (MAG) that will be responsible for reviewing, evaluating, scoring and recommending projects for funding. In December, the Policy Board adopted the guidelines and application. Both items are awaiting approval by the FCTA. The call for projects is expected to be released on February 17<sup>th</sup>. The Policy Board also gave direction to staff to develop a MAG that will include 12 positions. The following categories will need to be filled by eligible applicants:

- City of Fresno (1)
- City of Clovis (1)
- East-side City (1)
- West-side City (1)
- County of Fresno (1)
- Business (1)
- Education (1)
- Public (1)
- Public (1)
- Transit (1)
- Measure C Oversight (1)
- FCTA (1)

The Committee recommended that a formal process be established to solicit and accept members to sit on the MAG. This process will include a requirement to submit an application and applicants must provide a description of their expertise and applicability to the New Tech program and why they believe they should be considered for the MAG as it relates to the Goals & Objectives of the Program. Staff is recommending that the TTC form a subcommittee of 3-5 representatives to review and recommend the make-up of the MAG after reviewing the submitted applications.

Timeline:

- February 9<sup>th</sup> – Solicit applications for MAG membership. Applications due February 29<sup>th</sup>.
- March (1-4) – TTC subcommittee to review applications and establish a recommendation
- TTC subcommittee makes recommendation at TTC/PAC/Board meetings on MAG membership March 2016.
- April 12- FCTA approval of MAG

**Action:** Staff recommends TTC create a TTC Subcommittee to review and recommend the New Tech Multidisciplinary Advisory Group.

**G. Active Transportation Program [Garza/Gonzales] [APPROVE]**

**Summary:** On February 2, 2016, staff met with the Active Transportation Program Multidisciplinary Advisory Group (MAG) to review the proposed California Transportation Commission (CTC) revisions to the 2017 Cycle 3 Statewide Guidelines for the Active Transportation Program (ATP). Based on this discussion, the MAG would like to recommend the following:

- Support CTC's recommendation to reduce the funding set aside for active transportation plans in

predominantly disadvantaged communities from the 3% allocated in Cycle 2 to 2% in Cycle 3 and phase out this set aside to 1% and then 0% in subsequent cycles. This was CTC's original intent during the development of the guidelines for Cycle 2.

- Support a tiered approach to scoring projects in the disadvantaged communities category. The definition for disadvantaged communities should be clarified and there should be an addition to the definition for "severely" disadvantaged (i.e. a community with a median household income (MHI) of less than 60% of the statewide MHI-based on California Water Code Section 13476(j)). Projects that in fact do benefit "severely" disadvantaged communities should be given the highest number of points allocated in the guidelines and then points should be tiered off from there based on the severity of the disadvantaged category.
- Support proposed legislation that intends to delay adoption of the Cycle 3 ATP adoption of the program from April 1, 2017 to April 1, 2019. This would keep the ATP and STIP adoptions on different schedules. The funding for Cycle 3 is not available for programming until Fiscal Year 2019/2020.
- The group does not support delaying the call for projects for Cycle 3 by 2 months to May 2016 because this will shorten the application review time and may put a burden on the end of the Fiscal Year delivery processes.

*The City of Clovis requested that the CTC also give consideration, if not now, then in future ATP cycles, to the possibility of eliminating the points allocated for being a disadvantaged community altogether. Projects in disadvantaged communities could be ranked against each other to select the best projects that meet the minimum 25% funding requirement that must benefit disadvantaged communities and any remaining projects could then be ranked against projects that are not in disadvantaged communities to ensure the best remaining projects overall are selected for the additional 75% of funding.*

**Action:** Staff recommends supporting the recommendations of the Multidisciplinary Advisory Group. Further direction may be provided at the discretion of the Committee.

H. **2016 RTIP (Regional Transportation Improvement Program) Amended Submittal [Garza]**  
**[APPROVE]**

**Exhibits:**

ITEM II H

**Summary:** In December, the Board adopted the 2016 RTIP submittal requesting the California Transportation Commission (CTC) program \$49.4 million in STIP County Shares in Fiscal Year (FY) 2016/17 for SR 180 East Segment 3 – Smith to Frankwood. The RTIP also programmed \$4.022 million for landscaping SR 180 West and \$644,000 for planning, programming and monitoring (PPM) funds to administrate the program for FY 2017/18 and FY 2018/19. At the time the 2014 STIP was in deficit around \$200 million and projects in 2015/16 were being delayed into FY 2016/17.

Subsequently, while assembling the 2016 STIP, the CTC determined the deficit would approach \$750 million, published a schedule of the deficit prorated over the state and sent out a request for regions to consider amending their 2016 RTIP's and delete programming in the prorated amount. The Fresno regional share is \$14.735 million. The proposed amendment to the RTIP deletes that amount of state funding from SR 180 East and replaces it with Measure C funding. Of course this will have a domino effect to the Measure C program potentially affecting the Bridge on SR 269 and the Golden State Corridor project as they are next in line for Measure C funding. Strategies are being explored to minimize the damage. We will keep the funding request for SR 180 East in 2016/17; however, it will most likely be moved back during the CTC's 2016 adoption process.

The Amendment also moves the funding for SR 180 West Landscaping to FY 2017/18, clearly identifying SR 180 East as our first priority, and also deleted \$322,000 in PPM funding in FY 2018/19 per CTC recommendation.

By doing this amendment there is no guarantee when or if SR 180 East will be funded. However, the CTC has indicated that by taking the cut now, we will be exempt from the first round of cuts the CTC will need to make if the rest of the state does not comply with the request to cut programs. However, if that does not do the job and the CTC resorts to an allocation plan based on adopted priority categories, we cannot expect a capacity increasing project like SR 180 East to fare well. Staff has advised the board repeatedly of the dire nature of STIP funding, jeopardizing current projects as well as future candidate project like Veterans Blvd. The crisis will not end until the state fixes the problem.

**Action:** Staff recommends amending the 2016 RTIP Submittal, reducing State funding on SR 180 East \$14.735 million, delaying SR 180 West Landscaping to 2017/18 and deleting \$322,000 in PPM funding in FY 2018/19.

### III. OTHER BUSINESS

#### A. Items from Staff

#### B. Items from Members

### IV. PUBLIC PRESENTATIONS

#### A. Public Presentations

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

#### PRESENTATIONS

##### JOINT Transportation Technical Committee / Policy Advisory Committee

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

#### 1. Caltrans Report [CALTRANS]

##### **Exhibits:**

Caltrans Report

**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 Committee.

#### 2. How the CPUC Can Serve Local Governments [Cody Naylor]

##### **Exhibits:**

CPUC

Mr. Naylor plans to discuss 1) the scope of CPUC's regulatory authority; 2) participating in CPUC proceedings; 3) complaint resolution; 4) consumer assistance programs; 5) safety.

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

#### 3. CA Energy Commission, GFO-15-312 Advanced Energy Communities [Boren] [INFORMATION/DIRECTION]

##### **Exhibits:**

GFO Manual

**Summary:** Mr. Russell Teal will be here to discuss a California Energy Commission grant program known as **GFO-15-312 Advanced Energy Communities**. Mr. Teal is requesting that the Fresno Council of Governments partner with the cities of San Joaquin, Huron, and Fresno County in pursuit of the CEC grant and will be here to explain the details of the grant and his specific request



that Fresno COG be a co-sponsor. There is no financial commitment required of Fresno COG as it relates to the grant request.

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