

TRANSPORTATION TECHNICAL COMMITTEE

Executive Minutes

Date: Friday, January 15, 2016

Time: 8:30 AM

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

Members Present:

Jennifer Clark, City of Fresno
Tom Gaffery, Fresno State
Cristian Gonzalez, City of Mendota
Mohammad Khorsand, Fresno County
Nicolas Don Paladino, Fresno Cycling
Mike Prandini, BIA
David Padilla, Caltrans
Gary Joseph, FEOC

Renee Mathis, City of Clovis
Andrew Benelli, City of Fresno
Mohammad Alimi, Fresno County
David Weisser, City of Fowler
Christopher Swanberg, CHP
Moses Stites, FCRTA
Stephenie Frederick, LWV
John Robertson, City of Reedley

Meeting was called to order by Ms. Clark (Fresno), Chair.

A correction was made to the agenda deleting Item III. Election of Vice Chair. The item was added to the agenda by mistake.

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 November 6, 2015 [APPROVE]
- B. Fiscal Year 2015-16 Transportation Funding Claims [Beshears] [INFORMATION]
- C. Fiscal Year 2015 Transit Productivity Evaluation Report [Long] [APPROVE]
- D. ITS Deployment Plan [Arnest] [ACCEPT]
- E. Initiation of FY 2016-17 Unmet Transit Needs Process [Long][INFORMATION]
- F. California Transportation Commission 2015 Annual Report to the Legislature [Garza] [INFORMATION]
- G. Annual Project Listing [Garza/Martinez] [INFORMATION]
- H. Obligational Authority Delivery [Garza/Martinez] [INFORMATION]
- I. Fixing America's Surface Transportation Act (FAST) Update [Garza] [INFORMATION]
- J. SJV I-5/SR-99 Goods Movement Corridor Study [Terry] [INFORMATION]
- K. 2016 Growth Forecast Request for Proposals [Cai] [INFORMATION]

- L. Measure C Transit Oriented Development Program Call for Projects – 5th Funding Cycle [Cai] [INFORMATION]
- M. Downtown to Tower Multimodal Study [Dawson] [INFORMATION]
- N. Highway 99 Beautification Association Master Plan Update [Dawson] [INFORMATION]
- O. Cap and Trade [Terry] [INFORMATION]
- P. Prop 84/Greenprint – update [Terry] [INFORMATION]
- Q. Regional Transportation Safety Summit in Fresno [Cai] [INFORMATION]
- R. Call for Nominations - 2016 Caltrans Excellence in Transportation Awards [Garza] [INFORMATION]
- S. Fresno/Madera Origin-Destination Study Update [Terry] [INFORMATION]
- T. Monthly Grant/Call for Projects/Request for Proposals [Garza] [INFORMATION]
- U. Complete Streets Training [Thompson] [INFORMATION]

For a complete summary of these items, please see the January 15, 2016 Annotated Agenda.

Mr. Prandini (BIA) asked that Item K be pulled for further discussion.

Following an expressed opportunity for public comment, a motion was made by Mr. Stites (FCRTA) and seconded by Mr. Khorsand (County) to recommend approval of the remainder of the Transportation Consent Items as presented. A vote was called for and the motion carried.

Item K. 2016 Growth Forecast Request for Proposals [Cai] [INFORMATION]

Summary: A Request for Proposal (RFP) was issued on December 14, 2015 to solicit consultant services for a growth forecast for the Fresno region. The horizon year for the forecast is 2050. The total amount for the RFP is \$100,000. The proposals are due on January 22, 2016.

The growth forecast will provide projections for housing, employment, population, household, income, school enrollment, etc. Historical trends, market conditions and latest assumptions will be taken into consideration in the forecast. The final projections will be tabulated at the City/County level.

The 2016 growth forecast will be used in the modeling work for the 2018 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), and other related planning projects. It could also be applied in general plan updates that the Cities/County are planning on doing in the near future.

The RFP can be found at Fresno COG's website at:

http://www.fresnocog.org/sites/default/files/publications/Modeling/2016_growth_forecast_12-14-15.pdf

Ms. Cai (FCOG) answered Mr. Prandini's question regarding why the study was being done and explained the forecast will be for long range growth. Mr. Prandini recommended acceptance.

II. TRANSPORTATION ACTION / DISCUSSION ITEMS

A. Agricultural Ad Hoc Committee Presentation [Terry] [APPROVE]

Rob Terry (FCOG) gave a brief powerpoint presentation detailing the background of the recommended policy, implementation activities, and additional general recommendations formulated by the Ag Ad-hoc Committee, as notated within the Committee's Updated Whitepaper dated January 2016 (included in the meeting package). Following review by the TTC and review/recommendation by the PAC, the items will then go to the Policy Board for their approval/acceptance and individual agency consideration in March.

Mr. Terry explained the process so far and the recommendations made by the Committee. There was a brief discussion. Mr. Khorsand (County) pointed out that there was much more involvement initially requested by committee members and that staff went back to the Policy Board to confirm direction.

Mr. Paladino (Cycling) commented on the minimal effect on scoring committees.

A motion was made by Mr. Khorsand (County) and seconded by Ms. Mathis (Clovis) to accept the January 2016 Whitepaper detailing the background of the recommended policy, implementation activities, and additional general recommendations formulated by the Ag Ad-hoc Committee and to recommend that the Policy Board adopt the recommended policy, implementation and general recommendations notated within the document; and accept the documentation regarding preservation ratios and/or activities considered to be best practice for consideration by their individual agencies. A vote was called for and the motion carried.

B. Golden State Corridor Economic Development & Infrastructure Improvements Project Consultant [Arnest] [APPROVE]

Peggy Arnest (FCOG) reported that Fresno COG released a request for proposals for the Golden State Corridor Economic Development & Infrastructure Improvements Project on May 11, 2015. Five proposals were received by Wednesday, June 17, 2015. The proposals were reviewed and scored by the consultant selection committee. On the committee were David Elias from the City of Fowler, Ken Grey from the City of Selma, Alex Henderson from the City of Kingsburg, Mohammad Alimi from Fresno County, and Diana Sedigh-Darbandi from the Fresno County Transportation Authority. Three consultant teams were selected for interviews. Interviews were held August 26, 2015. The consultant selection committee selected AECOM's team as the preferred group. AECOM received high ratings on their written proposal, interview presentation, and responses to questions. After the interviews, Fresno COG entered into fee negotiations with AECOM; however, negotiations broke down when it was learned AECOM's Project Manager, Kris Balaji would be leaving AECOM. The consultant selection committee held discussions and met with AECOM's proposed replacement project manager, but in the end decided it would be best to move on to the firm with the second highest score – Mark Thomas and Company. Mark Thomas and Company also scored very high for their proposal and interview. Fresno COG then entered into fee negotiations with Mark Thomas and Company. They complied with all requests to change the scope and reduce their fee; therefore the consultant selection committee accepted Mark Thomas's revised scope of work and fee proposal on November 10, 2015.

There was a brief discussion.

Following an expressed opportunity for public comment, a motion was made by Mr. Stites (FCRTA) and seconded by Ms. Mathis (Clovis) to recommend the Policy Board award the Golden State Corridor Economic Development & Infrastructure Improvements Project contract to Mark Thomas, with the amount not to exceed **\$3,751,357.68** as indicated in the consultant's final fee proposal and scope of work. A vote was called for and the motion carried.

C. State Transportation Improvement Program (STIP) Update [Garza] [INFORMATION]

Melissa Garza (FCOG) referred to the memo included in the meeting package.

2014 STIP Fund Estimate

The State Transportation Improvement Program (STIP) is the biennial five-year plan adopted by the California Transportation Commission (Commission) for future allocations of specified state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. The current STIP, which is the 2014 STIP, was adopted on March 20, 2014 for Fiscal Years 2014-15 through 2018-19. A total of \$1.253 billion in additional projects were programmed for the Regional Transportation Planning Agencies (RTPAs) and Caltrans. The STIP allocation capacity for FY 2014-15 was \$745 million (which included \$77 million in Proposition

1B Transportation Facilities Account STIP augmentation funds). However, it is estimated that the updated STIP allocation capacity for FY 2015-16, which is \$430 million will not be sufficient to fund projects programmed in FY 2015-16 and any projects carried over from FY 2014-15.

2016 STIP Fund Estimate

The 2016 STIP Fund Estimate methodology and assumptions were approved by the Commission on June 25, 2015 and did not forecast any additional capacity for the five-year period of the 2016 STIP which covers Fiscal Years 2016/17 through 2020-21. As a result of the Fund Estimate, the first three years of the 2016 STIP period, FY 2016-17 through FY 2018-19, are severely over-programmed with projects expected to be carried over from the 2014 STIP. *The 2014 estimate of funding capacity for the FYs 2015-16 through 2018-19 was over \$1 billion higher than what Caltrans estimated in the 2016 Fund Estimate.* This decline in estimated programming capacity is primarily due to the drop in the price of gasoline over the past year and the consequent decrease in the price-based excise tax. This tax decreased from 18 cents in FY 2014-15 to 12 cents in FY 2015-16. Therefore, some projects programmed in the 2014 STIP must be delayed to FYs 2019-20 and 2020-21, and no new projects can be programmed in the 2016 STIP without deleting previously programmed projects. Staff estimates that more than \$150 million in STIP projects programmed for FY 2015-16 (including projects delayed from earlier years) will need to be further delayed and will not be allocated this fiscal year. Fresno COG submitted the adopted RTIP in December after it was approved by the Policy Board which included a request to delay the SR 180 West Landscaping project to FY 16/17 from FY 15/16 and a request to keep the SR 180 East Smith to Frankwood project programmed in FY 16/17. Fresno COG also requested Programming and Planning funds for the next two years of the STIP.

Also, at the December 2015 CTC meeting, staff notified the Commission that because of the anticipated price-based excise tax adjustment expected this summer, possible funding impacts resulting from the federal “Fixing America’s Surface Transportation” (FAST) Act, and other budget uncertainties, staff will be recommending that Caltrans prepare a revised Fund Estimate for presentation at the January Commission meeting. It has been speculated that the gas tax will be reduced Fiscal Year 2016/17 from the current 12 cents a gallon to 10 cents a gallon. This will further severely impact the STIP by resulting in a “negative” STIP. This means that not only will projects be delayed, but under this scenario, STIP projects will need to be deleted from the 2016 STIP’s programming.

Next Steps

In past years, due to unstable funding, the Commission has occasionally found it necessary to adopt allocation plans when state funding has been decreased. At both the June and August 2015 Commission meetings, Caltrans presented the estimated 2015-16 STIP allocation capacity that identified the details of the shortfall. As a result of limited allocation capacity for the current year, Commission staff presented a draft of proposed allocation priorities at the October Commission meeting as an information item. Subsequently, staff tentatively assigned projects scheduled for allocation in 2015-16 to the allocation priority categories for illustrative purposes only and will propose a full allocation plan after further consultation with regional agencies and after Caltrans prepares the revised Fund Estimate for the January meeting. The allocation priorities are attached as well as the projects assigned to those categories. *It is not yet certain how projects will be programmed in the 2016 STIP, but it is suggested that the criteria included may be used to program and allocate projects in the 2016 STIP.*

Ms. Garza pointed out that if a new Fund Estimate is approved later in January, it is expected that the 2016 STIP adoption will need to be delayed from March to May of this year. The schedule will be adjusted so that regions can revise their RTIPs, if needed, and provide their governing boards with the opportunity to reaffirm their previous adoptions. More information will become available after the January CTC meeting.

There was a discussion about the impact on funding for Fresno COG projects. Ms. Garza may bring this item back in February with the RTIP proposal for consideration. This was an information item and required no further action by the Committee.

D. Measure "C" Regional Transportation Program Expenditure Plan update. [Beshears]
[INFORMATION\DISCUSSION]

Les Beshears (FCOG) reported that in order to coordinate the 2016 update to the Measure "C" Regional Transportation Program with the Federal Transportation Improvement Program adoption process staff will advise participating project sponsors to submit project implementation updates by January 27, 2016. A subcommittee meeting will be scheduled on February 17, 2016 with the intention of having the program adoption proceed to the Board in March.

The Measure's sales tax revenues appear to be coming in as planned; however, Regional Transportation Mitigation Fee collections have dropped off 20% from the level of the last two years and, as has been discussed, the State Transportation Improvement Program (STIP) is millions of dollars overprogrammed with no new proposed funding on the horizon. This, of course, will have a detrimental effect on projects scheduled in the Expenditure plan and will also spill over into projects scheduled in the State Highway Operation and Protection Program (SHOPP). There is no assurance that our current STIP candidate project, SR 180 East - Smith to Frankwood, can be delivered in Fiscal Year 2016/17 as currently scheduled. It is also unclear when there will be funding for the next project in line for STIP funding, Veteran's Blvd, which is currently programmed in Fiscal Year 2019/20. We will also need to take a serious look at the SR 269 Bridge project which incorporates a component of SHOPP funding and is currently scheduled in Fiscal Year 2016/17. Recent Policy Board direction also compels us to explore the sound wall component of the SR 41 Tulare to "O" street project, which is currently scheduled for Fiscal Year 2020/21, for possible advancement. These issues, and any other project implementation changes, will be factored into the update.

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

E. Active Transportation Program Cycle 3 [Garza] [[INFORMATION]

Ms. Garza reported that in 2013, Senate Bill No. 99 established the Active Transportation Program (ATP) and identified the California Transportation Commission (CTC) and Caltrans as responsible for development, administration and management of the ATP. Together, Caltrans and the CTC established the new ATP – Technical Advisory Committee (ATP-TAC) to provide balanced strategic technical guidance and assist with complex program decisions to enable and maximize continuous improvement of the ATP. Caltrans solicited self-nominations and accepted applications in July and August 2015 to fill twelve vacancies. In addition, Caltrans solicited nominations from various governmental agencies to fill eleven vacancies. As of the end of September, co-chairs have made final selections for the ATP-TAC. See the org chart included in the package to view those who were successfully appointed a seat on the committee. Fresno COG staff is participating as a non-voting member under the RTPA category and will rotate to a voting member in Fiscal Year 2017. The first meeting of the ATP-TAC took place on November 12th in Sacramento. Most of the discussions that took place were in regards to the elements of the charter, what worked well and what could have been improved in regards to Cycle 2 of the ATP. It also included extensive "initial discussion" relating to the concept of refining/focusing the ATP eligible scope in ways that could improve the overall effectiveness of the program (Infrastructure, Non-infrastructure, and Plans). The 2nd ATP-TAC meeting was held on December 14th and most of the discussions continued to revolve around the charter and purpose of the TAC. CTC and Caltrans staff were trying to determine how this group can be most useful, and how it relates to the broader working group that helps inform the guidelines. A key challenge is that the Guidelines and Applications for Cycle 3 are expected to be approved in March 2016, so there is very little time for any substantive changes to Cycle 3 (and the TAC is not expected to meet again until the end of January). The TAC also seems to want to be empowered to propose legislative and policy changes, which puts the CTC staff in a difficult position particularly if their Commission has already taken a policy position (for example, funding for Planning

activities). There was considerable amount of discussion regarding the Cycle 3 schedule and the opportunities and challenges relating to a possible delay of the Cycle 3 Call for Projects. Most of the TAC members seemed in support, though a delay would require a legislative change. The CTC intends to move forward with adoption of the Cycle 3 guidelines in March 2016 unless directed to do otherwise by the legislature. Below are some key items that should be noted:

1. The Commission has voiced concern over the disadvantaged communities section of the ATP guidelines and scoring. They would like to see this category adjusted to reduce the amount of points given to projects that benefit disadvantaged communities because they are concerned that other good viable projects are being left out since over 88.3% in the Statewide component and over 74.3% in the small urban/rural component provide direct benefits to disadvantaged communities. The law requires at least 25% of the funds benefit disadvantaged communities.
2. Caltrans has made much progress on making an electronic application available for Cycle 3 and the ATP-TAC was able to see a beta version of that application. The electronic application will allow project sponsors to collect more information on the details of each project, and it is designed to put in error messages if applicants propose a schedule that is too aggressive. When this is available to the public, it will be very important for project sponsors to provide input on the usability of the application.

Next Steps:

1. The Statewide Cycle 2 Program was recently adopted in October and the MPO component will be adopted in January.
2. CTC staff is preparing to hold January work group workshops on the Cycle 3 guidelines and application. This is open to anyone interested in participating. Dates have not been released yet.
3. The Fund Estimate is anticipated to remain the same for the next two years, depending on budget. It may later change slightly due to FAST Act apportionments.
4. Adoption of the Cycle 3 guidelines and call for solicitation is anticipated for March of 2016. Applications will be due June 1st.
5. The law requires adoption of the ATP program of projects by April 1 of the odd years, so Cycle 3 is expected to be adopted March of 2017 (due to no April CTC meeting)

Potential Legislative Proposal:

The Southern California Association of Governments (SCAG) is exploring the possibility of sponsoring legislation to delay the Cycle 3 Call For Projects. The delay would move adoption of the Cycle 3 program from April 1, 2017 to April 1, 2019 so that the ATP and the STIP adoptions remain on different schedules. The programming years for Cycle 3 would be FY 19/20 and FY 20/21. It would no longer remain a 4 year program but rather a 2 year program. Cycles 1 and 2 collectively program a total of five years of funding to be allocated in FY 14/15 through FY 18/19. The number of applications received and funding demand for both Cycle 1 and Cycle 2 have far exceeded the available program resources. However, new funding for the ATP, including dedicated funding in the FAST act, will not be available for programming until FY 19/20. The CTC is planning to issue a Call for Projects in March 2016 in order to meet the legislatively required program adoption timelines; however, project sponsors, including many if the Fresno County region have expressed that the time gap between the Call for Projects and funding availability (new funding starting FY 19/20) is of concern because the outreach, planning, environmental approvals, and facility designs of the proposed projects may be outdated or need to be refreshed when the funds become available for allocation. Caltrans staff has confirmed that project failure rates and/or significant scope changes for active transportation projects are considerably higher when there is gap between project selection and allocation. Non-infrastructure projects, like Safe Routes to School Programs and educational campaigns, are particularly challenging to complete when there are numerous years between programming and allocation, because the composition of school communities and project champions changes significantly in a 4 year period.

There was a short discussion. Ms. Garza asked for feedback from the Committee regarding the timing and disadvantaged community projects. Mr. Paladino (Cycling) commented on the short time frame and would support delaying the process of Cycle 3. Ms. Mathis (Clovis) also commented.

This item will be brought back as more next meeting with a request for direction on the items discussed. This was an information item and required no further action by the Committee.

III. ELECTION OF VICE CHAIR – TTC

This item was added to the agenda by mistake and was pulled at the beginning of the meeting.

IV. OTHER BUSINESS

A. Items from Staff

None.

B. Items from Members

None.

V. 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.

There were no public presentations.

There being no further business, the meeting was adjourned.

Respectfully submitted,



Tony Boren, Executive Director

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PRESENTATIONS

JOINT Transportation Technical Committee / Policy Advisory Committee

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

1. Caltrans Report [CALTRANS]

Michael Navarro, Caltrans, gave an update on current Caltrans activities. Copies of the new Mile Marker brochure were handed out.

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

Others Attending:

Shawna Glazener, EDC

Rob Weyant, FEOC

Tony Molina, SPAC

Ben Gallegos, City of Firebaugh

Brittney Watkins, Senator Vidak

Lydia Zabrycki, Precision Civil Engineering

Shelby Macnah, City of Fresno

COG Staff:

Tony Boren

Melissa Garza

Les Beshears

Rob Terry

Kristine Cai

Peggy Arnest

Kai Han

Lauren Dawson

John Downs, FAX/COG

Marla Day