

**Transportation Technical Committee
MINUTES
Friday, July 14, 2017
8:30 AM**

Members Present

David Weisser, City of Fowler
Tony Boren, Fresno Council of Governments
Olivia Pimentel, City of Kerman
Nicholas Paladino, Fresno Cycling Club
Dale Siemer, Fresno County
Cristian Gonzales, City of Mendota
Jill Gormley, City of Fresno
John Robertson, City of Reedley
Joey Daggett, City of Selma
Andy Houssler, City of Clovis
Jennifer Clark, City of Fresno
Jim Schaad, City of Fresno FAX
Joe Prado, Fresno County DPH
Moses Stites, Fresno County Rural Transportation Agency
Mohammad Khorsand, County of Fresno
John Mulligan, City of Sanger
Mary Savala, League of Women Voters (Via phone)

The meeting was called to order at 8:31am by Mr. Weisser (Selma), Chair.

I. TRANSPORTATION CONSENT ITEMS

- A. Executive Minutes of June 9, 2017 [APPROVE]
- B. Measure C Claims Fiscal Year 2017-18 (Les Beshears) [APPROVE]
- C. Measure C Citizen Oversight Committee Appointments (Brenda Veenendaal) [INFORMATION]
- D. Affordable Housing and Sustainable Communities (AHSC) Technical Assistance Program (Trai Her-Cole) [INFORMATION]
- E. Release of Fiscal Year 2017-2018 Infrastructure for Rebuilding America Grant Program - Formerly FASTLANE (Trai Her-Cole) [INFORMATION]
- F. Upcoming Meeting of Fresno COG Programing Subcommittee to discuss Fiscal Year 2017-18 Congestion Mitigation and Air Quality/Surface Transportation Block Grant Program (RSTP) (Jennifer Soliz/Lauren Dawson) [INFORMATION]
- G. 2018 Regional Transportation Plan Action Element Chapter Development (Lauren Dawson/Jennifer Soliz) [INFORMATION]
- H. End of Federal Fiscal Year E-76 and Federal Transit Administration Transfer Deadlines and Obligational Authority Updates (Jennifer Soliz) [INFORMATION/DIRECTION]

After an expressed opportunity for public comment, a motion was made by Mr. Khorsand (Fresno County), seconded by Mr. Stites (FCRTA) to approve the consent agenda as presented. A vote was called for and the motion passed.

II. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. Class IV Separated Bikeways/Cycletracks Feasibility Study - Presentation on Final Draft (Peggy Arnest) [ACCEPT]

Ms. Arnest (FCOG) reported that the Separated Bikeways Feasibility Study evaluated potential Class IV separated bikeway routes on corridors strategic to developing a comfortable and connected active transportation network in the Fresno-Clovis Metro area.

Separated bikeways are bicycle facilities that include a vertical physical barrier, such as flexible bollards, a curb, on-street parking or planter boxes between the bikeway and moving traffic. Separated bikeways can improve safety by

reducing conflicts between people biking and driving and they appeal to less confident or experienced bicyclists because of the protection they offer from moving vehicles. Separated bikeways have the potential to improve the transportation network and the health of the community in Fresno County. When well designed and integrated into an active transportation network, separated bikeways can also help the region meet goals and performance measures in adopted local and regional planning documents by promoting the use of bicycles for transportation.

The Separated Bikeways Feasibility Study presents a review of design guidance and implementation needs, evaluates existing corridors in the Fresno-Clovis area and identifies key locations where separated bikeways will likely provide the greatest benefit or return on investment. To do this, the project compared area demographics to activity generators, the existing bicycle network, and bicycle related collision maps to provide the foundation for developing the evaluation criteria that was used to assess the feasibility and priority of separated bikeways in the Fresno-Clovis Metro area.

Mr. Khorsand (Fresno County) asked what type bikeway is on Willow Avenue by Fresno State. Ms. Arnest responded that it is a Class I. Mr. Wiesser (Fowler) asked about the amount per linear square foot and if it included the barrier separation. Ms. Arnest responded that the barrier separation is included. Mr. Boren (FCOG) asked what are some challenges to making a Class IV happen. Ms. Arnest responded that challenges would be right of way and parking.

After an expressed opportunity for public comment, a motion was made by Mr. Paladino (Fresno Cycling Club), seconded by Mr. Khorsand (Fresno County) to accept the Separated Bikeways Feasibility Study final report. A vote was called for and the motion passed.

B. Regional Active Transportation Plan Status Report (Peggy Arnest) [INFORMATION]

Ms. Arnest (FCOG) reported that the Fresno County Regional Active Transportation Plan (ATP) will be a comprehensive guide that creates a vision for a network of shared-use paths, bike lanes, sidewalks and other elements to support safe walking and bicycling in each city in Fresno County. The ATP will develop project recommendations for the 11 cities and the county and incorporate project recommendations from the four cities that have already developed or will soon complete their own ATPs. The plan will meet all requirements set forth by the California Transportation Commission and fulfill a key requirement for applying for Active Transportation Programs funds. The projects developed in this plan will also be incorporated into the Fresno COG Regional Transportation Plan currently being developed.

Activities-to-Date - On May 2, 2017 a kickoff meeting was held at Fresno COG. Staff and the public from all jurisdictions participating were invited. Discussion included: the schedule for the project, data needs from each jurisdiction, the scope of work and opportunities for providing input into the plan.

During the month of May consultant staff collected data on existing and planned bicycle and pedestrian facilities and background information relating to the project. The data was shared with each jurisdiction in an online map so that local feedback could be provided.

From June 1-9 FCOG and consultant staff visited each of the 12 Fresno County jurisdictions which have not developed their own ATPs. In each jurisdiction, FCOG and consultants met with local staff and the public, reviewed maps of existing and planned bicycle and pedestrian facilities, received recommendations for improvements to local facilities, and discussed open data needs. The consultants also conducted field visits in each city to understand local conditions first-hand.

In parallel with these meetings, a web page <http://www.fresnocog.org/atp> was established on the FCOG website with information about the project. This website includes a link to an interactive web-based mapping survey (in both English and Spanish) <http://gis.fehrandpeers.com/FresnoRegATP/> where the public can provide comments about local biking and walking conditions and recommend improvements to local walking and bicycling facilities.

The consultant team is now reviewing all input received in the local ATP meetings, the online maps and the local RTP meetings to develop a draft project list that will improve conditions for bicycling and walking in each jurisdiction. The list will identify short-term priorities, such as projects that will fit within the existing right-of-way or require relatively simple infrastructure changes or serve high demand areas; and long-term priorities, such as projects that require land acquisition or more complex infrastructure development or serve low demand areas.

Next Steps - The consultant team will coordinate a conference call with each of the 11 small cities to review updated maps and recommended bicycle and pedestrian improvement projects. Additionally, on August 2, 2017 FCOG will host

an open house from 4:00 -6:00 p.m. for local jurisdiction staff and the public to review the recommended bicycle and pedestrian improvement projects and updated maps. The meeting will be held in an open house format, displaying maps for each city and the county depicting recommended projects. All attendees will be invited to submit their comments.

Local jurisdiction staff will be provided with updated project maps so they may gather additional public input from August 3 - 8, 2017. They are encouraged to schedule public meetings and begin publicizing them now in preparation to receive the updated maps. Neither consultant nor FCOG staff will be present at these local agency public meetings. After August 8th each local agency will be asked to send the edited/marked-up maps and any other written agency or public comments to the consultant for review and incorporation into the plan.

Plan Development and Approval - After feedback on the draft recommendations are received, consultant staff will update the recommendations and incorporate them into a full draft Active Transportation Plan. The draft plan will be released for comment in mid-September, with comments due back by the end of the month. A final plan incorporating these comments will be released in mid-October for approval by city councils and the Board of Supervisors by the end of the year. FCOG approvals will be completed in January 2018.

This item is informational only, no further action was required.

C. Measure C Expenditure Plan Pedestrian/Trails Facilities Program Amendment #2A - Resolution 2017-24 (Les Beshears) [APPROVE]

Mr. Beshears (FCOG) reported that in 2015 the Fresno COG and Fresno County Transportation Authority (FCTA) adopted resolution 2015-05 amending language in the Measure C Expenditure Plan to include additional provisions to allow eligibility for limited maintenance on new trail projects funded, in whole or in part, with non-Measure C trail funds.

The amended provisions initially went into effect for a one-year trial period. At the end of the one-year trial period the FCTA was to perform a public review of the effectiveness of the policy and determine whether or not to continue the program. However, the FCTA lost their Executive Director and the program expired after the first year with no action by the FCTA Board. At the June 2017 FCTA Board meeting the FCTA requested the Executive Director coordinate with Fresno COG to consider extending this program and making it permanent. An amendment to the Expenditure Plan requires joint approval by Fresno COG and the FCTA. The action before you is to readopt the provisions of Amendment #2 retroactive to February 25, 2015 with the one-year trial period and expiration date removed; otherwise the amended provisions are unchanged.

The amended provisions provides that if a local agency builds a new trail or a new extension of an existing trail using non-Measure C trail funds, the local agency will qualify to use Measure C trail funds for ongoing maintenance of up to 20% within maximums of the cost of the non-Measure C trail funds used to construct the project and subject to certain provisions spelled out in the resolution.

This concept was thoroughly and publicly vetted through the Fresno COG process, the Measure C Citizens Oversight Committee and the FCTA Board when Amendment #2 was originally approved. To be approved, the amendment must obtain a majority vote of the Fresno COG Policy Board and FCTA Board.

Mr. Robertson (Reedley) asked how many agencies participated. Mr. Beshears responded that no agencies have participated yet, but potential participation is anticipated.

After an expressed opportunity for public comment, a motion was made by Mr. Stites (FCRTA), seconded by Mr. Paladino (Fresno Cycling Club) to approve Resolution 2017-24, amending the Measure C Expenditure Plan, Pedestrian/Trails Facilities Program to include additional provisions to reinstate Amendment #2, per procedures provided in the Measure C enabling legislation and adopted by the Fresno Council of Governments and Fresno County Transportation Authority. A vote was called for and the motion passed.

D. Measure C Expenditure Plan Earmarks for Bicycle Facilities Program Amendment 4 - Resolution 2017-25 (Les Beshears) [APPROVE]

Mr. Beshears (FCOG) reported that the Measure C Bicycle Facilities Earmark Program allows funding to be used to retrofit bicycle lanes that existed as of January 2007 or the adoption of the Master Plan. A recent study of bicycle

mobility, done by the Fresno COG recommends a list of projects that include Class II, Class III and Class IV type facilities. The City of Fresno and local bicycle advocates have requested Fresno COG and the Fresno County Transportation Authority (FCTA) amend the Expenditure Plan to allow these additional categories.

- Class II facilities are striped safety lanes along the right of way with signage.
- Class III facilities have no designated safety lane and consist of signage notifying vehicular traffic of the presence of bicycle riders in the right of way.
- Class IV facilities designate a safety lane in the right of way that is separated from vehicular traffic by a physical barrier.

The concept has been vetted with the FCTA staff and the Measure C Citizens Oversight Committee, both concur with the recommendation. An amendment to the Expenditure Plan requires an affirmative vote of both the Fresno COG Policy Board and FCTA Board.

After an expressed opportunity for public comment, a motion was made by Mr. Paladino (Fresno Cycling Club), seconded by Mr. Khorsand (Fresno County) to approve Resolution 2017-25, authorizing Measure C Expenditure Plan, Earmarks for Bicycle Facilities Program Amendment #4. A vote was called for and the motion passed.

E. Revised Measure C Transit-Oriented Development Program Policies and Guidelines (Kristine Cai) [APPROVE]

Ms. Cai (FCOG) reported that the Measure C Transit-Oriented Infrastructure for In-Fill Development (TOD) program was created to boost transit ridership and encourage transit supportive land use such as mix uses and compact development within proximity of transit stops. The TOD Program Policies and Guidelines were developed and approved by the Fresno COG Policy Board and the Fresno County Transportation Authority Board in 2011, and more than \$6 million has been granted to projects for 5 funding cycles since 2012. The TOD program accrues approximately \$850,000 annually. The original program guidelines designated 3 Bus Rapid Transit (BRT) corridors in City of Fresno as the only eligible areas for the TOD program fund.

In late 2016 and early 2017, the Fresno COG Policy Board and the Transportation Authority Board directed that the TOD Guidelines be updated to open the TOD program to eligible projects throughout the entire region. The original TOD Program Policies and Guidelines stipulate that this should be done after the first five funding cycles.

The TOD Technical Advisory Committee (TAC) had several meetings to discuss how to update the Guidelines so that urban and rural projects can compete fairly, the goals of the TOD program can be achieved and the principles of transit-oriented development be advanced.

The major changes made in the revised guidelines, based on the recommendation from the Technical Advisory Committee include:

- the project location requirement from the original Guideline is removed so that projects from the entire region can apply
 - projects with proximity (1/2 mile) to existing and planned fixed route transit, BRT and the High Speed Rail station are eligible
 - two tiers of residential density are created for projects in the Fresno Clovis Metropolitan Area (FCMA) and the rest of the County: projects in the FCMA are required to have a minimum of 15 units/acre to score and 30 units/acre and above to receive full density points; projects outside of the FCMA is required to have a minimum of 10 units/acre to score and 20 units and above to receive full density points
 - In order to ensure the quality of projects funded through this program, projects are required to receive a minimum of 70 out of 100 points to qualify for funding.
 - Clovis Transit and Fresno County Rural Transit Agency are added to the TOD Scoring Committee
 - scorers do not score projects submitted by or through the agency they represent
 - other changes made accordingly
- The committee was provided with the revised TOD Program Policies and Guidelines, which has incorporated all the comments from the TAC.

Mr. Schaad (Fresno City) stated that he is not a proponent of the revisions. The original intent of limiting the area was to meet the goals of high capacity transit and high density housing. Changing the guidelines to remove the limitations

within the corridors in the City of Fresno provides preferential treatment to the rural communities by lowering the standard for their densities. The concern is the return on investment. Providing funding to a rural community or project that has low ridership strays from the original intent of high capacity, frequency and density. Mr. Stites (FCRTA) stated that he sat in on the Technical Advisory Committee (TAC) and the guideline changes create a level playing field. High capacity and frequency is an urbanized classification, the new guidelines are progressive and allow a level playing field that should bring changes in the rural areas.

Mr. Khorsand (Fresno County) stated that this should be available to the smaller cities not just the City of Fresno and the guideline changes provide a level playing field. Mr. Houssler (Clovis) stated that there was clear direction from FCTA and the Policy Board to open up the guidelines to the entire county. It was challenging to come to a consensus, but in the end there was a lot of hard work put in and the result is something the City of Clovis can support.

Mr. Schaad (Fresno City) stated in response to Mr. Stites comments that this may provide a more equitable and progressive environment for the rural communities, but what he opposes is if this will provide a competitive environment. The factor of competition would provide for a level playing field. Ms. Cai stated that one of the goals is to encourage transit supportive land use that is in proximity to the transit stops. This program can be an incentive to the smaller cities to look at higher density and mixed use development. For example the proposed Reedley Village project. The smaller cities' goals are to achieve higher density land uses within proximity of transit stops.

Ms. Clark (Fresno City) is concerned about changing the guidelines before Public Transportation Infrastructure Study (PTIS) is updated because it provides the guidelines for what the urban densities should be and what ridership look like. This falls under the Measure C environmental enhancement program which was intended to reduce emissions, VMT and create more transit and pedestrian opportunities to meet our emission goals for the region. The City of Fresno's focus is hitting the environmental goals and the way to achieve this is through enhanced TOD and higher capacity within the urban corridors.

After an expressed opportunity for public comment, a motion was made by Mr. Khorsand (Fresno County), seconded by Mr. Gonzales (Mendota) to approve the revised TOD Program Policies and Guidelines. A vote was called for and the motion passed. Members Schaad, Clark and Savala voting no.

F. Circuit Planner and Circuit Engineer 2017-2018 Programs (Tony Boren) [INFORMATION]

Mr. Boren (FCOG) reported that The Fresno COG Board recently approved extended contracts with VRPA Technologies, Inc. and Willdan Associates to provide planning and engineering services through the 2017 Fresno COG Circuit Planner and Engineering Services Programs. Projects completed through the Programs are "intended to augment the existing planning and engineering staff and teams within your jurisdiction, not to supplant those efforts."

The tasks of the Circuit Planner and Circuit Engineer teams will be to provide mechanisms for agencies to identify and help eliminate obstacles in the funding or delivery of projects and possibly complete smaller transportation-related projects that support the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), so an agency's own staff/consultant teams can remain focused on larger or higher-profile projects as identified by their respective agency.

To initiate the 2017 round of projects, VRPA Technologies, Inc. (VRPA), the Circuit Planner and Willdan Engineering (Willdan), the Circuit Engineer are available to meet with each city's administration, planning, and public works/engineering staff to discuss potential circuit planning and engineering services that would be of benefit. They will also discuss previous year projects, potential funding sources, and the project evaluation process.

Georgina Vivian, VRPA Technologies presented to the committee.

This item is informational only, no further action was required.

G. Regional Transportation Plan Progress (Kristine Cai)

Ms. Cai (FCOG) stated that this is a critical stage of the 2018 RTP/SCS development and encouraged attendance by Roundtable members.

1. Regional Transportation Plan Project Evaluation Criteria (Suzanne Martinez) [APPROVE]

Ms. Martinez (FCOG) reported that the Financial Element Technical Group developed an RTP Project Evaluation Criteria Focus Group to discuss in-depth revisions and updates to the 2018 RTP Project Evaluation Criteria. The 2018 Project Evaluation Criteria will be used to score the priority of projects submitted during the RTP Call for Projects process in terms of forecasted funding available through the sunset year of the RTP (2042). The focus group met on five separate occasions in May and June, up from the two meetings originally planned, in an effort to assure a comprehensive set of criteria.

The focus group consisted of representatives from Fresno, Clovis, Fresno County, a rural west side representative (Mendota), a rural eastside representative (Reedley), a transit representative (FCRTA), as well as a few representatives from various non-governmental organizations with interest in bike/ped, air quality, health, and transportation equity. The Focus Group collaborated on the revisions made, and is in agreement with the totality of the revised document.

Highlights of the revisions made include:

- A health priority index criterion was added to bike/ped and transit sections, in an effort to steer at least some project preference to areas that are the most health burdened, and are also likely the most disadvantaged.
- Level of Service in Capacity Increasing Criteria was updated to “Congestion Relief” instead, but the premise behind the criteria is basically the same - to prioritize capacity-increasing projects by the level of congestion a roadway is experiencing.
- The Streets and Roads Non-capacity Increasing section was broken into two separate evaluation criteria: one for Maintenance, and the other for Operations. The Maintenance criterion has been updated with criteria that was not in this section previously. The thought behind this was to try to accurately evaluate the merits of maintenance projects. Previously, the criteria in the Capacity Increasing section was used to score maintenance and operations projects. The criteria didn’t work well when evaluating priorities for maintenance projects. Therefore, the Operations criteria were also re-worked.
- The remaining revisions were mostly grammatical in nature; word choice, sentence structure, clarifications, etc.

It is important to note that this criteria will be used solely to determine a project's ranking in the RTP in terms of projected funding; not actual funding available during a program Call-for-Projects. The criteria will be used to create the RTP's constrained and unconstrained list of projects.

The Project Evaluation Criteria Focus Group, the Financial Element Technical Group, and the RTP Roundtable recommended approval of the 2018 RTP Project Evaluation Criteria.

Mr. Khorsand (Fresno County) stated that this was intense work and complimented FCOG staff and the members of the subcommittee and focus group on the work that was put in. Mr. Gonzales (Mendota) recommended making a change in the level of service for the rural areas to C to be in a better position to complete.

Mr. Gonzales (Mendota) motioned to approve the RTP criteria with the modification changing the level of service for the rural areas from a D to C. The motion did not receive a second, motion fails.

After an expressed opportunity for public comment, a motion was made by Mr. Khorsand (Fresno County), seconded by Mr. Stites (FCRTA) to recommend approval of the final draft of the 2018 RTP Project Evaluation Criteria to the Fresno COG Policy Board. A vote was called for and the motion passed. Member Gonzales voted no.

2. Regional Transportation Plan Project Scenario Determination and Project Prioritization (Suzanne Martinez/Lang Yu) [APPROVE]

Ms. Martinez (FCOG) reported that in the current update to the Regional Transportation Plan (RTP) staff proposes the Financial Element Project Scenarios closely align with the SCS scenario concepts that were developed and subsequently approved by the Fresno COG Policy Board at their June 2017 meeting.

The vast majority of the funding sources that can be projected to fund scenario projects are designated for particular modes. Those funding sources will be allocated in this process towards the particular modes for which they are designated. The remaining funding sources, which are mainly RSTP (which is now known as STBGP - Surface Transportation Block Grant Program), and partially CMAQ (Congestion Mitigation & Air Quality Program),

are the funding sources that are more flexible, therefore they are the only sources that will be used to create the variations between the four (4) Project Scenarios. After funds from all other sources are allocated to the highest-scoring projects (according to the Project Evaluation Criteria, by mode), a methodology must be employed to determine which remaining projects (if any) should be considered to receive funding from RSTP and CMAQ, for each SCS Scenario.

The methodology that staff proposes to use involves using elements from the Project Evaluation Criteria that correspond to the levels of investment that have been determined for each SCS Scenario concept. This way, the methodology can be completely objective and would require neither additional work nor separate scoring criteria to evaluate projects for flexible funding eligibility.

The attached materials outline the eight SCS Scenario funding priorities, as well as their rank for each of the four approved scenario concepts. For each of these priorities, it also shows which modes' Project Evaluation Criteria include applicable measures that would apply to that priority. In the proposed methodology, the applicable scoring criteria for each project to be considered for flexible funding will be scaled in proportion to the investment priorities specified by the SCS Scenario.

For example, SCS Scenario D demonstrates a higher priority for increasing roadway capacity than the other scenarios. (Quantitatively, Scenario D's investment in capacity increasing projects is represented by a value of 3, compared to a value of 1 for other scenarios.) As such, the project scenario corresponding with SCS Scenario D should reflect this emphasis by increasing the weighted importance of capacity increasing projects.

Staff has developed a tool to automate this process. The tool's performance was demonstrated to the committee.

After an expressed opportunity for public comment, a motion was made by Mr. Khorsand (Fresno County), seconded by Mr. Paladino (Fresno Cycling Club) to recommend approval of the process for determining the RTP Project Scenarios and the methodology for prioritizing projects within each Project scenario to the Fresno COG Policy Board. A vote was called for and the motion passed.

3. Environmental Justice Subcommittee SCS Indicator (Trai Her-Cole) [APPROVE]

Ms. Her-Cole (FCOG) reported that The Environmental Justice (EJ) Subcommittee was asked to assist Fresno COG in identifying an EJ Performance Indicator that will be used to evaluate the impact of each scenario modeled under the 2018 Sustainable Communities Strategy (SCS). The subcommittee met and discussed the following performance measures.

- Accessibility - the ease of reaching destinations as measured by the percentage of commuters who can get to work within a given period of time; measured by calculating average travel times during the **peak morning commute** to defined major job centers
- Mobility - the ability to move throughout the region within a reasonable amount of time, measured by calculating average travel times on highways and transit during the **evening peak travel time**.
- Access to Community Resources - combination of accessibility and mobility
- Transit Investment Effectiveness - measures maximized return on transit investments; estimated by dividing the new added average number of daily passenger miles traveled served by RTP transit projects in the full project list by the total \$1,000 of investment inside and outside the EJ TAZs
- Distribution of Investments - ensuring equitable distribution of transportation investment benefits; compares the ratio of person-miles traveled on roadway & transit projects in an area to the total investment in roads and transit in that area.
- Reliability - compares the percentage of on-time arrivals; calculates vehicle miles traveled on congested highways or in transit vehicles

After much discussion the EJ subcommittee ultimately recommended **Access to Community Resources** as the EJ SCS indicator.

After an expressed opportunity for public comment, a motion was made by Mr. Stites (FCRTA), seconded by Ms. Clark (Fresno City) to approve "Access to Community Resources" as the Environmental Justice Indicator for the 2018 Sustainable Communities Strategy. A vote was called for and the motion passed.

4. Safety Performance Target - Historical Safety Data Analysis (Lang Yu) [INFORMATION]

This item was pulled from the agenda to be heard a later date.

5. Regional Transportation Plan Project Suggestions Community Outreach Workshops Summary (Brenda Veenendaal) [INFORMATION]

Ms. Veenendaal reported that Fresno COG staff, working with the seven Regional Transportation Plan Mini-Grant recipient organizations, hosted 15 community workshops throughout the County between June 5 and July 6, 2017. Each of the 15 workshops included dinner, childcare, and Spanish presentations when needed as well as translation and interpretation services. Fresno COG also developed an online survey in English and Spanish to provide opportunity for transportation project input to those who could not attend the workshops. The survey was available through July 9, 2017. These outreach efforts were focused on providing the public an opportunity to provide transportation project suggestions that could be submitted by local agencies in response to the RTP Call for Projects issues July 1, 2017.

The workshops were advertised through many means by Mini-Grant organizations and Fresno COG. Television advertisements were produced for each workshop and aired on KSEE 24 and KGPE 47 and interviews were scheduled with Central Valley Today and Univision. Flyers and information were posted to websites, emailed to databases and shared through social media. Many organizations shared workshop information at existing organization or group meetings and some even went door to door canvassing neighborhoods. Staff is waiting for final reports from each Mini-Grantee on their individual efforts.

During the workshops and through the online portal Fresno COG received suggestions for projects separated into three categories:

1. Streets and Roads - Repairing roads, adding lanes, improving intersections, improving safety, reducing congestion or "other"
2. Transit - Adding bus stops or new service, improving service, improving safety, repairing assets or "other"
3. Active Transportation - Adding bike lanes, adding or repairing sidewalks or trails, improving safety, adding bike racks, or "other"

Fresno COG staff provided handouts of the workshop suggestions, participation demographics and final counts at the meeting.

This item is informational only, no further action was required.

III. OTHER BUSINESS

A. Items from Staff

- Ms. Her-Cole (FCOG) reported that Fresno COG has submitted a letter of opposition to AB 1069. Assemblymember Low has proposed legislative bill AB 1069 Taxicab Transportation Services which would deregulate the taxi industry which is currently regulated on a city by city basis. AB 1069 would impose the roles and responsibilities of licensing, regulating, and disciplining the operation of taxicab services throughout the County to the MPO. Fresno COG has submitted a letter of concern opposing the bill in its current form because
 - It will essentially create state mandated local program that has to financial mechanism or revenue stream for recapturing the cost of administer such a program.
 - And More importantly, the new duties that AB 1069 would impose is outside of the role of FCOG as the regional transportation planning body which operates on a consensus basis

The bill has passed the assembly floor, and was just approved by the senate transportation and housing committee. It is due to be heard by the appropriations committee then to the senate floor for a vote. If this bill passes, it will take effect January 2019.

Deregulate the taxi industry concerns FCOG has submitted letter opposing the bill will heard on senate floor in few months

- Ms. Soliz reported that Senate Bill (SB) 1 appropriated \$100 million a year to the State from the Road Maintenance and Rehabilitation Account (RMRA) for the Active Transportation Program (ATP) starting in fiscal year 17-18. The 2017 ATP Augmentation Guidelines (Guidelines) address the use of the ATP RMRA funds for fiscal years 17-18 and 18-19 and were adopted by the CTC on June 29, 2017.

Funding for the 2017 ATP Augmentation will only be available to:

- Projects programmed in the adopted 2017 ATP that can be delivered earlier than currently programmed, or
- Projects that applied for funding in the 2017 ATP but were not selected for funding

Project eligibility requirements are detailed in the Guidelines referenced above and can be found on the CTC website. The Statewide 2017 ATP Augmentation call for projects is now open through August 1st.

- Ms. Martinez reported that the RTP call for projects is open until July 28, 2017.

B. Items from Members

There were no items from members.

IV. PUBLIC PRESENTATIONS

A. Public Presentations

There were no public presentations.

The meeting was adjourned at 10:00am.

Respectfully submitted,



Tony Boren

Public

Timothy Ray, California Highway Patrol
Tony Molina, Fresno County Bicycle Coalition
Georgiena Vivian, VRPA Technologies, Inc.

Staff

Peggy Arnest
Lauren Dawson
Kristine Cai
Lang Yu
Brenda Veenendaal
Les Beshears
Suzanne Martinez
Trai Her-Cole
Jennifer Soliz
Jeaneen Cervantes